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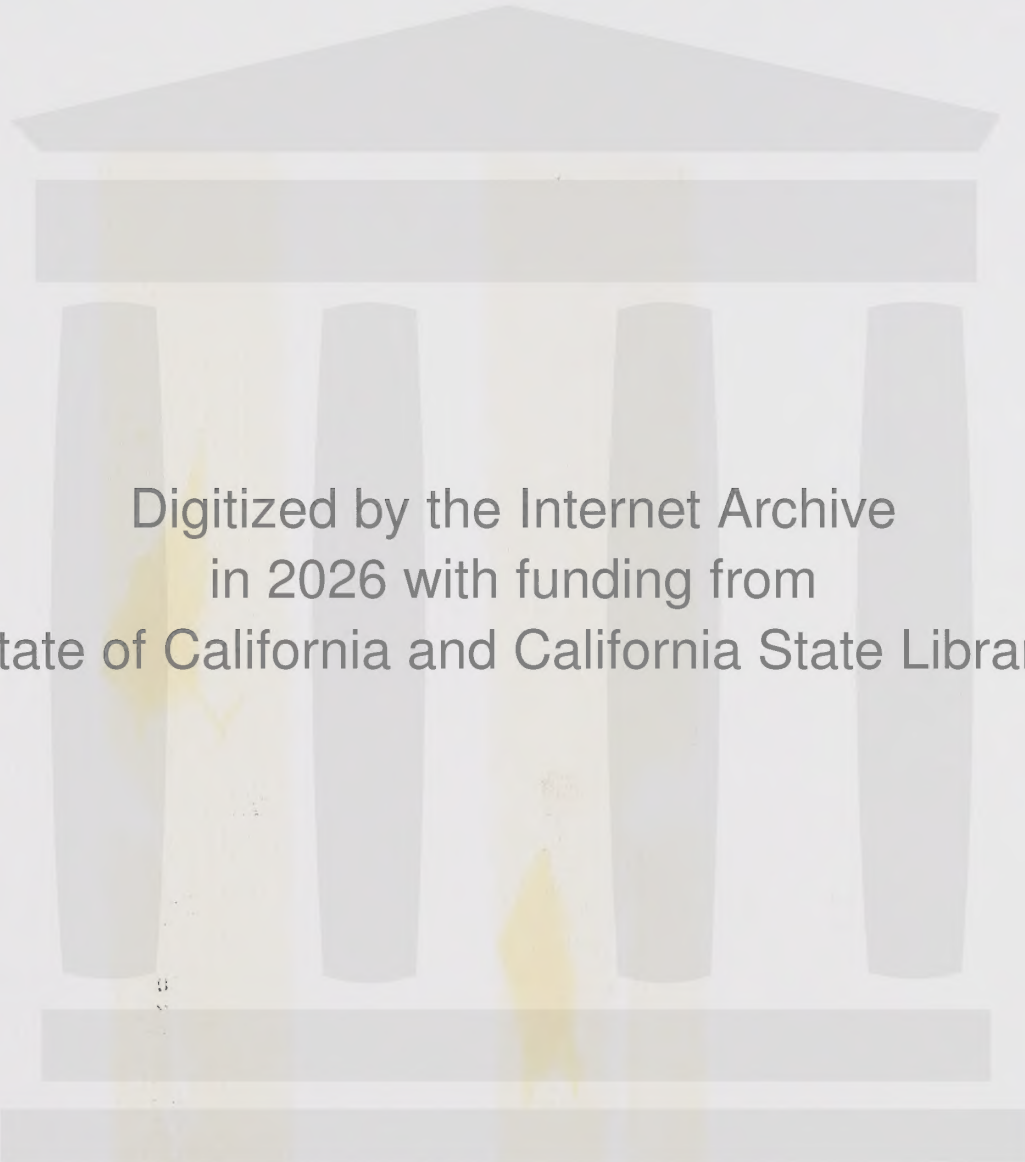


ANTIOCH GENERAL PLAN 1988 - 2000



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John Hall, Commissioner
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John Hall, Planning Commissioner
Rosaire Lefebvre, Planning Commissioner
Joan (Mike) Sloan, Planning Commissioner

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Karen Galway
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Rudy Wessel
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Jennifer Loomis
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Bob Baldridge
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Rune A. Markem
Karen Galway
Bill Corey
Joyce Seelinger
Jeanine Adams
Clay Callum

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ACKNOWLEDGEMENTS (CONT.)

Health and Safety Resource Management Subcommittee

Karen Galway
Larry Thude
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William Shahan
Rosaire Lefebvre

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Edy Ayo
Roland Ayo
Gene Davis
James Snyder
Joe Marks
Mno Grant
Rebecca Knapp

GENERAL PLAN REVISION CONSULTANTS

EIP Associates

William Ziebron, Project Manager
Brian D. Boxer, Project Planner
Charles Setchell, Project Planner
Mark Trembley, Landscape Architect
George Burwasser, Senior Geologist
Dr. Booker Holton, Biologist
William Wiseman, Analyst
Janet Fong, Graphic Artist
Cynthia Schafer, Graphic Artist
Andreas Killen, Production Manager

Wilbur Smith and Associates

William Hurrel, Project Manager
Christine Monsen, Traffic Engineer

Paoletti/Lewitz/Associates

Dennis A. Paoletti, Principal
Dale Pekural, Project Manager

CITY STAFF

Raymond Vignola, Assistant City Manager
Victor Carniglia, Senior Planner
Ron Ward, Deputy Director of Planning
Stanford Davis, Director of Public Works

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CHAPTER 1 INTRODUCTION

A. WHAT IS THE GENERAL PLAN?

A General Plan is a community's most important statement regarding its ultimate physical, economic, and cultural development within a given period of time. The Antioch General Plan is the Antioch community's legally binding policy document to be used by officials and others to guide decisions regarding the future development and management of human and natural resources.

B. THE PREVIOUS GENERAL PLAN

The City of Antioch's previous General Plan was adopted in 1975, consolidated in 1981, and supplemented with the East Antioch Specific Plan in 1981 and the Southeast Area Specific Plan in 1982. The 1975 version of the General Plan envisioned a population of 60,000 in the year 2000. In response to economic pressures of recent years, the Southeast Area Specific Plan was prepared to provide guidance for development in that area of the City, and identified an additional 40,000 to 45,000 people during the same period. Total build-out would thus accommodate approximately 100,000 people.

In early 1986, Antioch had a population of nearly 51,000 people, suggesting that the General Plan estimate of 60,000 in the year 2000 was too low. Recent trends, including growing congestion on local highways, the presence of toxic wastes, the jobs/housing balance, and larger changes in the national and regional economies indicating a shift away from heavy industry to a service/office economy, were not anticipated to the degree they have been manifested in the Antioch area over the past ten years. This fact, combined with changes in State planning law and in federal and State assistance to local governments, has created a strong

impetus for modifying City planning policies to manage changes that can now be anticipated in the Antioch area over the remaining years of this century.

C. THE FUNCTION OF THE GENERAL PLAN

"...a constitution for all future developments within the City. No mechanical reading of the plan itself is sufficient..." (O'Loane v. O'Rourke, 231 Cal.App. 2d 774)

The City of Antioch's General Plan, not unlike the plans of other jurisdictions throughout California, is viewed by the State's courts as a legally binding document similar to a constitution. Like the U.S. Constitution, the General Plan has several generalized statements that provide a framework for decision-making on specific items (i.e., development proposals or programs). Known as "goals" and "policies," these generalized statements are a reflection of community values. In response to changing circumstances and conditions, the Antioch City Council is empowered by State law to serve as a Supreme Court of sorts when specific interpretations of the General Plan are required. To ensure the relevance and vitality of the Plan, State law also requires that City or special district actions be consistent with the General Plan.

D. CHARACTERISTICS OF A GENERAL PLAN

A General Plan typically has three characteristics that distinguish it from other planning efforts. The characteristic are:

- **Long Range.** However imperfect the vision of the future is, a plan must reflect the recognition of the need to adopt a long-term view so that trends can be identified and

CHAPTER 1

managed, and negative effects can be reduced.

- **Comprehensive.** A plan must reflect an effort to coordinate all of the community's major components. The relationship between the intensity of land use development and traffic, for example, is one obvious set of components that must be coordinated.
- **General.** Because it is long-range and comprehensive, a plan must, of necessity, be general. A general framework for decision-making can be established as part of the plan based on generalized trends and the best available projections for the future. Although the General Plan is a general guide for decision-making, the courts over the years have looked at the Plan's policies as a basis for rulings on zoning decisions, development approvals and public funded capital improvement projects.

E. THE CONTENTS OF A GENERAL PLAN

State law requires each city and county to adopt and maintain a General Plan containing seven elements, each of which must be consistent with the others. A list of the required elements, along with a description of each, appears below.

Land Use

This element must cover at what density or intensity land can be used for residential, commercial, industrial, recreational and other uses.

Circulation

This element must discuss the location of existing or proposed roads, highways, transit routes, and bus terminals, and their time schedule for development.

Housing

This element must discuss how the City will provide and improve housing and shelter for its

citizens of all income levels.

Conservation

This element must discuss how the City will conserve, develop, and use its water, soil, minerals and other natural resources.

Open Space

This element must discuss how the City will conserve and manage its open space for agriculture, forestry, and parks, protect natural resources, and promote public health and safety.

Safety

This element must discuss what the City will do to protect people from fires, pipeline or reservoir ruptures, landslides, and other hazards. Also included is a discussion of the effects of earthquakes in the City, and what City officials will do to reduce the potential damage.

Noise

This element must discuss where noise occurs and what can be done to reduce it.

The manner in which the various elements are incorporated into the General Plan document is left to the discretion of the cities and counties. In addition, these institutional entities can add optional elements, such as parks and recreation or economic development, to better reflect local conditions and concerns.

F. THE PLANNING PERIOD

General Plan policies and programs are valuable only to the extent that results are achieved within a given period of time. Again, however imperfect the community's vision of the future is, decisions on development proposals often have effects that can last years and decades. A useful example of this is the decision in the 1960s to develop the Bay Area Rapid Transit system, or BART. This transportation system has had a major impact on

growth in the Bay Area, and may continue to do so for several more years.

General Plans are typically viewed as a “blueprint” for the future, but blue prints are static and General Plans cannot be; they must change or they soon become irrelevant. A more appropriate view of the General Plan, then, may be one that “sees” both a tangible product and the reflection of a process of planning that does not end with the adoption of the planning document by the City Council. After adoption of the General Plan implementation will continue throughout the planning period. Periodic revisions of the General Plan can also be expected to better reflect changes over time.

Given the lasting impact of land use decisions as well as the rapid changes occurring in our society,

the City has deliberately focused on a shorter time period than usually considered. A 12-year planning period allows the City to deal with more accurate projections, creating a more reliable Plan without sacrificing the long-term perspective.

G. THE ORGANIZATION OF THE GENERAL PLAN

This Plan is an integrated statement of the official land use policy of the City of Antioch. It contains a statement of development policies and includes a Land Use and Transportation Plan, as well as text which outlines the goals and policies of the City.

This Plan meets the requirements and intent of the California Government Code. It contains each of the required elements described in Government

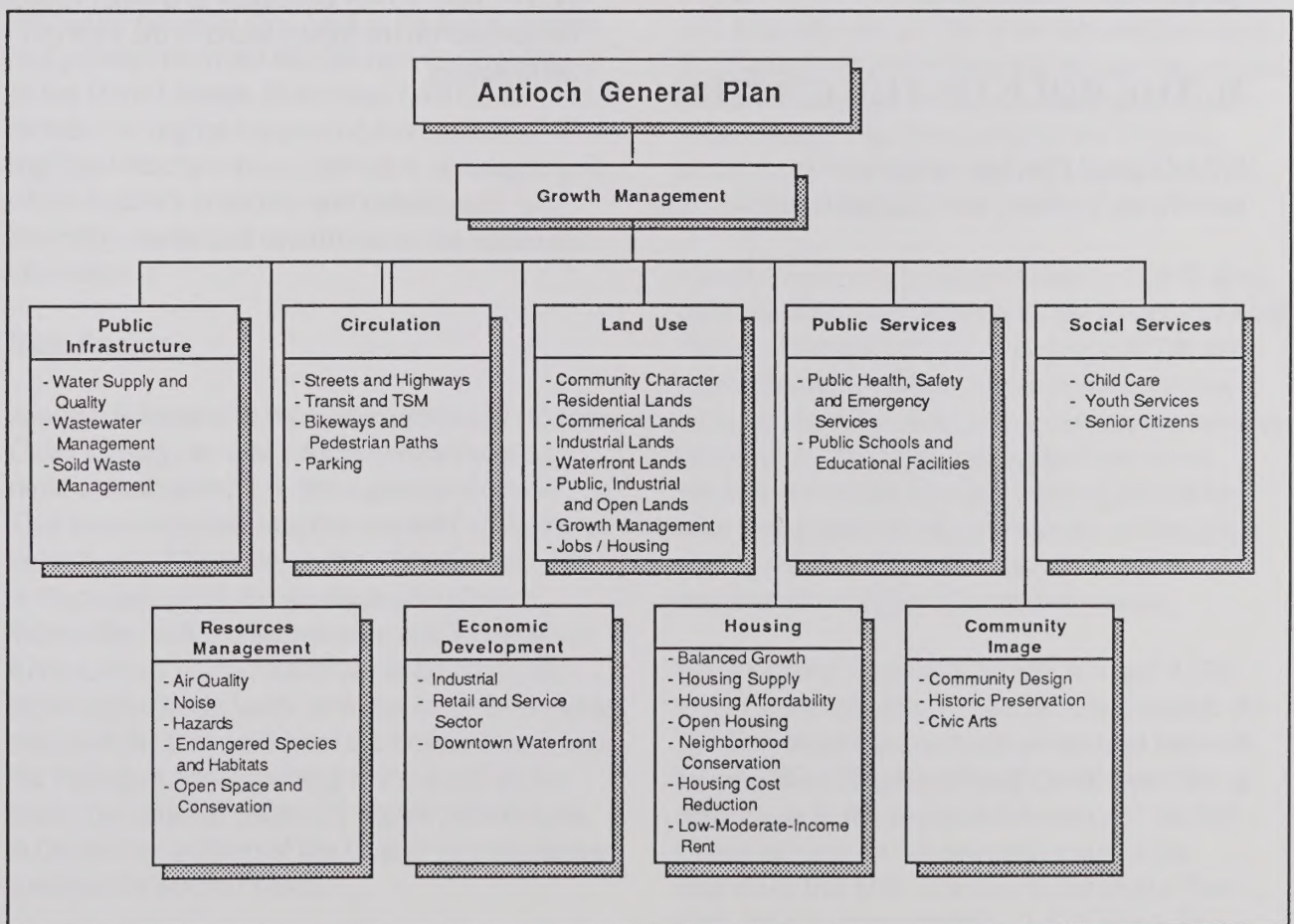


Figure 1-1
Organization of the Plan

CHAPTER 1

Code Section 65302. In addition, the City has included several optional elements such as community design, civic arts, air quality, economic development and public infrastructure. These elements were added in order to enable the document to reflect the social as well as the physical fabric of the community, so that it can be relied upon in the daily decision-making process.

The elements have been combined and integrated into a single document and organized in a manner that will make it “user friendly” to community organizations and members of the public who will refer to it most frequently. For example, the open space, conservation and noise elements have been combined within the broader category of Resources Management. Similarly, the safety element is contained within the Public Services section. Figure 1-1 describes the organization of the Plan and how the chapters relate to the State required elements.

H. THE ROLE OF THE CITIZEN

If the General Plan is a statement of a community’s values, then it is only natural that its

citizens be involved. The City has actively sought such involvement to ensure that needs of its citizens are articulated. Well before the formal planning process started, the City formulated the Horizon 2000 process. The Horizon 2000 process was an open forum that involved up to 60 people. These people met on a monthly basis from May 1986 to November 1986 to hear speakers and discuss such relevant topics as water quality, transportation, community image, economic development, and social and physical infrastructure. Armed with this information, the citizens broke into six subcommittees to develop a set of policy guidelines in each of the areas. The Horizon 2000 report formed the major background upon which the General Plan is based.

In addition to the required public hearings, the City conducted a random survey of the community to ensure input from a cross-section of its citizenry. The final survey document is another reflection of attitudes on the topics found in the Horizon 2000 Report.

CHAPTER 2 BACKGROUND TO THE PLAN

INTRODUCTION

This chapter provides a brief review of a much more extensive BACKGROUND AND ANALYSIS REPORT which contains the detailed data accumulated and examined in preparing this plan. It is a snapshot of Antioch today and provides a glimpse of where the future is leading the City. Copies of this report are available at the Department of Community Development.

A. THE PLANNING CONTEXT

Region

The San Francisco Bay Area is the fourth largest and perhaps the most diverse metropolitan region in the United States. More than 7,400 square miles in area, the region consists of nine counties bordering San Francisco Bay. Antioch is an integral part of the region's economy and culture, and is affected by trends and conditions in the region and elsewhere.

Sub-Region

Antioch is located in the eastern portion of Contra Costa County, an area currently experiencing rapid growth relative to the region as a whole. This area comprises roughly one-half of the approximately 800 square miles of the County, and is characterized by the southern shoreline of Suisun Bay and the Sacramento and San Joaquin Rivers, much of the California Delta lands, the prime agricultural lands centered in the Brentwood area, and the hilly terrain of the Diablo Range and the Tassajara area generally to the south of Antioch. The trend of relatively higher growth rates in the eastern portion of the County is expected to continue for several years.

Planning Area

The Antioch Planning Area serves as the geographic basis for the Antioch General Plan. It consists of the incorporated City limits of Antioch, the City's Sphere of Influence (SOI) area, and areas to the south and southwest of the SOI that "bear(s) relation to its planning" pursuant to California Government Code Section 65300, et. seq. Land use designations are provided for the entire Planning Area even though some of this land is unincorporated and lies within the jurisdiction of the County government.

The incorporated City limits of Antioch currently contain an area of approximately 11,690 acres (18.3 square miles). This is the area within which the City can apply its planning and zoning powers, and provide public services such as police and water supply. The boundaries of the City may change over time to encompass a greater portion, if not all, of the SOI.

The SOI is an area of approximately 12,555 acres (19.6 square miles) adopted by the County's Local Agency Formation Commission (LAFCO), and represents the probable ultimate physical boundaries and service areas of Antioch for the horizon of this plan. The SOI contains both the incorporated area of the City and unincorporated land over which the County government currently has zoning and development control, but where annexation to the City will eventually occur.

The Planning Area includes the SOI and 9,570 acres (approximately 15 square miles) outside the SOI that encompasses much of the land between Empire Mine Road and Sand Creek Road that is contiguous to the southern boundary of the SOI. Urban services do not presently exist in the vicinity of this area. The size of the entire Planning Area is approximately 22,125 acres (34.6 square miles), comprising about three percent of the County's total area.

B. EAST COUNTY TRENDS

While the West County was the focal point for the County's early, largely industrial development, and Central County has been the focal point of recent, largely post-industrial/information-age development, East County could become the location for the bulk of new growth in the County in the coming years. An overview of East County trends appears below.

C. POPULATION AND HOUSEHOLD GROWTH

East County

Population forecasts by the Association of Bay Area Governments (ABAG), a regional planning agency, indicate that if current trends continue, East County will be the fastest growing sub-area in the County over the remaining years of the century. Just over one of every two new residents in the County in the coming years will live in East County. The rate of population increase in East County during the 1985-2000 period will be nearly 60%, a far greater percentage increase than increases in other sub-areas of the County, or the County as a whole.

While the percentage increase in population in East County was also greater than elsewhere and County-wide during the 1980-1985 period as well, Central County actually experienced a greater numeric increase than East County or elsewhere. This will not be the case in the coming years, assuming current trends continue. This underscores the possibility that East County population growth will be the very substantial relative to other sub-areas in the County.

Along with population growth, the growth in the number of East County households will be substantial. More new households will locate in East County than in other sub-areas, with East County growth accounting for nearly 43% of the county-wide increase in households during the 1985-2000 period. Household growth within the East County area could reach as much as 77% more than 1985

levels, a growth rate far greater than other sub-areas of the County. This rapid growth will result in the need for substantial housing construction in East County.

The percentage increases in households are greater than percentage increases in population due to declining household size over time. Household size will decline in all areas of the County over time, consistent with regional and national trends. The greatest decline, however, is projected to be in the East County, which will decline by 11%. This suggests that the size of homes may also decline, or that housing types might reflect a different mix of single- and multi-family units to reflect a smaller household size.

The City of Antioch

Estimates of additional growth indicate that if current trends continue, along with East County growth into the next century, the Antioch area will again increase at a greater rate than the County, and represent a significant portion of growth in what could be the fastest growing sub-area in the County. The data indicate that Antioch will have 28,000 new residents by the end of the century, or roughly one of every five new residents in the County will choose to live in Antioch. Further, Antioch will continue to remain a center of activity in the rapidly growing East County area, retaining approximately 40% of the sub-area in the year 2000, much as it did in 1985. The level of growth in the Antioch area is best seen when compared to the growth estimates of other County communities in the remaining years of the century. While other areas may experience a greater rate of population growth, no other community in the County will receive more new residents than Antioch. The implications for housing and serving these new residents are difficult to overlook. More established communities, such as Concord, Richmond and Walnut Creek will experience slower rates of growth, and currently rapidly growing communities like Danville and San Ramon will experience a decline in the rate of growth. Other communities like Lafayette (also Orinda, San Pablo and El Cerrito) will actually experience a decline in the number of residents in the coming

years as household size and the number of potential building sites decline.

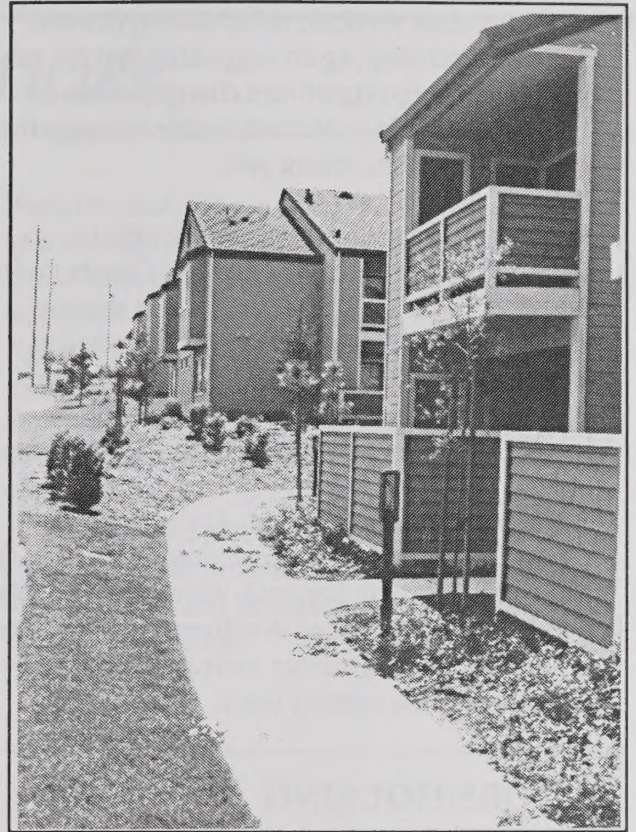
The growth in households in the City, and the corresponding decline in the number of people per household, has been and will continue to be considerable over time. The number of households in the area in year 2000 is projected to be nearly four times the 1970 level, while household size could decline by nearly 23%. Thus, with greater numbers of households comes smaller households overall, consistent with regional and national trends. Further, the gap between County and Antioch area household size, with Antioch levels historically higher than County levels, will decrease to the point where the two levels will be nearly the same at the beginning of the new century, with Antioch at 2.47 persons per household and the County at 2.43 persons per household.

In 1980, Antioch, relative to the County as a whole, had fewer people living alone, proportionately more families, more single parents with young children, and a generally younger population.

Consistent with regional and national levels, the Antioch area could more closely approximate the County levels for respective characteristics over time, and both City and County levels can be expected to reflect the general trends to an older population, smaller household size, more people living alone, and more demands for both child and senior care. All of these apparent trends have implications for planning land uses, housing types, and social services.

D. AVAILABLE RESIDENTIAL LAND

ABAG recently estimated available residential land throughout the Bay Area for the years 1980-2005. The figures show that considerable acreage is planned for residential development at low average densities. Housing potential in East County is projected to be approximately 52% of the total potential in the County over the 1980-2005 period. While densities may be slightly higher



*Figure 2-1
New Apartments on James Donlan Boulevard*

than in other sub-areas, East County densities are very low when compared to large urban areas. Further, the figures shown above are maximum figures for identified acreage. Densities are typically reduced for a variety of reasons, resulting in additional acreage needed on which to place the same number of houses. Lower densities often result in higher home prices, and public services and transportation are often difficult and expensive to provide to areas in which homes are more spread-out.

E. EMPLOYMENT GROWTH

The bulk of actual new employment will continue to be in Central County, where 83,000 new jobs are projected, assuming the continuation of current trends. Employment growth in East county is projected to increase, in percentage terms, to a greater degree than elsewhere in the County, and even eclipse the County-wide rate. Unlike the past, East County employment growth will be mainly in

retail and other services, rather than agriculture and manufacturing, again suggesting that the sub-area will undergo significant change, in this instance resulting in a relatively sudden change from the economy of the recent past.

Employment growth in the Antioch area is projected to parallel that of the East County during the period of 1985-2000. The Antioch share of East County employment levels is projected to remain at roughly 43%, while the East County share of County-wide employment growth is projected to increase slightly in the coming years.

Projections indicate that both Antioch and the County will experience a percentage decline in all categories except in Services, which includes jobs that are typically located in offices, but both areas are projected to experience increases in the number of jobs in the coming years.

F. JOBS/HOUSING RELATIONSHIP

The relationship between employment and housing is often used as a measure of “balance” in a community, to identify whether a surplus of jobs to housing, or the reverse, exists. When a community has more jobs than housing, such as do many Silicon Valley cities, it generally has high housing costs and substantial commute traffic; in contrast, when it has more housing than jobs, a community is often classified as a bedroom community and experiences significant out-migration during the day. The projected relationship of jobs and households in the remaining years of this century suggests that the East County is projected to become more of an area of bedroom communities than it was in 1985, while the Central County will gain more jobs than housing in the coming years. Property, sales and other tax revenues generated in the Central County relative to East county will result in greater fiscal disparities among the various sub-areas than presently exist, as well as accompanying service level differences.

The Antioch area is projected to have an even greater surplus of housing relative to jobs in the coming years, suggesting that more and more Antioch area residents may have to commute to jobs in other areas, further exacerbating existing traffic conditions.

The number of employed Antioch area residents is projected to increase from 22,900 in 1985 to 46,200 in the year 2000, a 102% increase. Even if all new employment opportunities in Antioch in the coming years are obtained by Antioch residents, which is very unlikely, there would still be 16,900 Antioch residents commuting to other areas each workday. This number of working residents commuting to other areas represents both lost revenue and sales taxes to the City and also increases congestion during commute times on Highway 4 and other routes.

G. NATURAL RESOURCES

The natural setting for projected growth at unprecedented levels in East county is an area of approximately 320 square miles, or 40% of the total County area. Major features of the sub-area include rich agricultural/ranch lands generally to the east and south of Antioch, which yield high-quality orchard, row and field crops, prime rangelands in the Mount Diablo foothills, hundreds of acres of regional, State, County and local park lands, river and Delta environments, and potential sites for new reservoir systems and solid waste disposal. The City alone contains about 60 acres of local parks, 287 acres of special use facilities and 772 acres in the Contra Loma Regional Park, making up about 9.6% of the total land area of the City. Future development in the Antioch area will have to contend with many competing uses for land and water. Current major issues include water quality and solid waste disposal, two issues that are exacerbated by rapid development. New opportunities, such as wind and solar power and agricultural/ranch land conservation, are also presented by new development in the Antioch area.

CHAPTER 3 GOALS AND POLICIES

INTRODUCTION

Goals and policies are reflective of a community's values and desires for the future. They are the heart of the plan from which decisions and actions will flow. As such, they must be broad enough to be able to withstand the test of time and allow for flexibility in interpretation. At the same time, they must be definitive enough to provide a framework of parameters within which individual decisions should be made.

The format of this chapter is arranged to allow for the grouping of elements according to their basic

function, and achieve an integration of policies that are internally consistent and portray a "complete" community. Each section contains a goal statement followed by a series of policies that are "guiding directives." Where appropriate, more specific "implementing policies" noted in the form of "bullet" statements are included. Since growth is a dynamic process, the planning process must remain fluid over the course of the plan's time line. Therefore, unless otherwise noted, these policies call for programs and standards that should evolve and be achieved over the course of the planning period.



Figure 3-1
View toward Antioch from its foothills near Empire Mine Road.

A. LAND USE GOALS AND POLICIES

OVERALL LAND USE GOAL

It is the goal of the City of Antioch to maintain and enhance the quality of life for citizens of the community while providing for an orderly balance of both public and private land uses within convenient and compatible locations throughout the community. Further, it is the goal of the City to ensure that all such uses — their type, amount, design and arrangement — serve to protect and enhance the character and image of the community as a desirable river-foothill oriented urban area. (Figure 3-1)

Background

Community Character

The Antioch Planning Area is generally characterized as an area of low-density urban activity, together with a high degree of vacant and grazing/ranch land. The predominant urban land use — housing — continues to expand in a low-density manner. Housing is and is planned to be the main consumer of developed urban land in the Planning Area.

Development of areas designated for future housing development under full buildout of this General Plan will result in the addition of 23,725 units, or 132% more than existed in 1985. Projections for housing growth during the 1985-2000 planning period are for a total of about 13,830 more units, or an annual rate of about 922 units per year.

Residential Land Uses

Land devoted to housing comprises the single greatest consumer of developed urban land in the Antioch Planning Area, and growth projections suggest that the primacy role of housing will continue throughout the planning period.

Single-family housing in the Antioch area has been developed at a density of five units per net acre, typical of suburban housing densities in many parts of the United States. The downtown/west side area of the City, the oldest part of Antioch, has a slightly higher single-family density (about 7 units per net acre) than the area-wide average, typical of higher densities constructed during the earlier parts of this century.

Recently, single-family housing has been developed at densities lower than the maximum allowable in most low-density housing districts in the Planning Area. The same can be said for multi-family housing, where densities average approximately 14 units per net acre, generally lower than the 13-28 units per net acre permitted in most multi-family housing districts in the City.

Assuming development to the maximum density allowable under the new General Plan, there would be the potential for the construction of a total of 18,250 new single-family and 5,472 new multi-family residential units under the General Plan. At buildout, the City of Antioch would have a total of 41,735 housing units of which about 76% would be single-family dwellings.

Commercial Land Uses

Commercial land uses in Antioch are dominated by the City's regional shopping center, County East Mall, which is currently undergoing renovation and expansion. Commercial developments in other parts of the City are generally groupings of convenience stores, neighborhood serving commercial centers and strip commercial areas comprised of a mixture of various types of commercial uses (retail, service, offices).

Recently, many proposals have been made for the development of commercial uses on existing and planned major arterial roadways through the southeast area of Antioch. Market studies completed for the General Plan revision suggest that even at buildout, there may not be a large enough population to support all of the commercial development proposed.

The General Plan includes significant amounts of land designated for commercial development of various types. The commercial land use designations included in this document are intended to direct the type and amount of commercial development to ensure that the citizens of Antioch are served by adequate amounts of high quality commercial uses.

Industrial and Employment Generating Land Uses

This General Plan identifies over 1,000 acres of vacant land available for the development of industrial and employment generating uses, and, in addition, identifies policies which reserve large tracts of land in the southeastern corner of the Planning Area for industrial/business park development. Employment potential associated with full buildout of this acreage would be approximately 37,750. While worker densities could vary, employment growth would be significant under full buildout; it would be about four times the amount of employment growth projected by ABAG for the 1987 to 2000 planning period. The designation of land for employment generation beyond the projected demand during the planning period is consistent with recent City policies and the direction of the Horizon 2000 committee, which call for retention of land for future economic activities that would generate employment.

Waterfront Land Uses

The San Joaquin River is a major resource to the community. However, much of the waterfront is not currently accessible by the public and the potential for development is currently limited. Policies in this General Plan are designed to open up the riverfront for public enjoyment as well as development for appropriate water-related uses.

The City has recently undertaken a program of increasing the visibility of the Antioch waterfront through a number of steps, including:

- Opening up the downtown waterfront through development of a pedestrian

promenade from the Civic Center to the river;

- Assisting a developer to bring a riverboat to the Antioch waterfront for use as a restaurant and tourist attraction;
- Purchasing the Rodgers Point acreage for development of a public waterfront park;
- Sponsoring the annual "Rivertown Jamboree," a multi-day event each summer attracting tourists to the City's downtown riverfront and celebrating Antioch as the "Gateway to the Delta;" and
- Constructing the City's new Marina at the western end of the downtown waterfront area.

Additional opportunities exist for the City and other agencies to continue work to "open up" the shoreline in the Planning Area. Recently, the East Bay Regional Park District developed Shoreline Park at the base of the Antioch Bridge (Highway 84). The City is pursuing additional measures and adopting policies which encourage not only increased public access to the San Joaquin River waterfront but also increase the potential for and desirability of commercial and residential development along the urban waterfront.

COMMUNITY CHARACTER GOAL

It is the goal of the City of Antioch to accommodate the expected and desired growth of all appropriate land use types in the years to come while maintaining and enhancing the City's atmosphere of small town neighborhoods which serve as the "Gateway to the Delta." (Figure 3-2)

Policies

1. The boundaries of the Antioch Planning Area depicted in the Land Use Map (Figure 1 is a fold-out map inserted in a pocket at the back of this document) shall serve as the boundaries of the proposed urban area, and future development shall not extend beyond such lines during the horizon of this Plan.

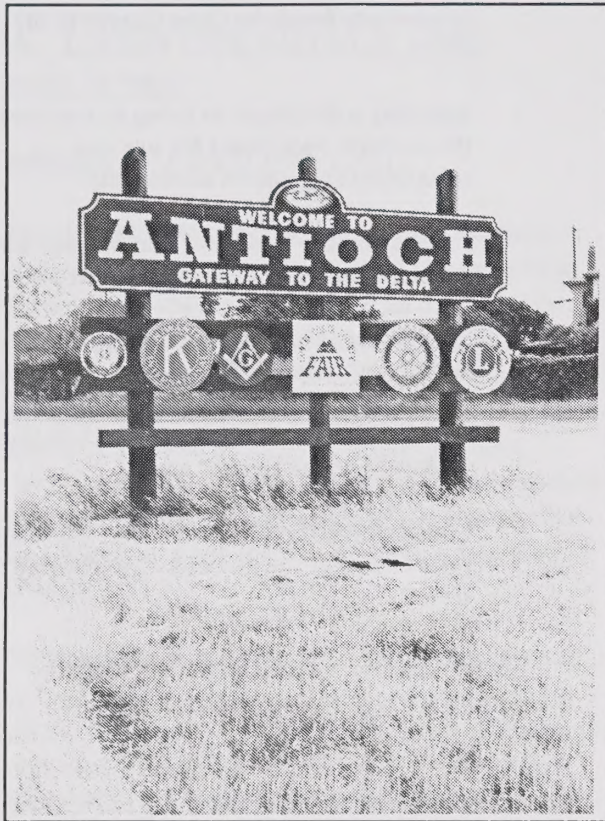


Figure 3-2
Antioch – Gateway to the Delta

2. The area within the Antioch Planning Area represents growth up to a population holding capacity of about 110,000. This area does not include future urbanization areas.
3. The City should retain and enhance the present predominance of single-family residences throughout the community (about 77% of all residential units) and promote the development of residential neighborhoods which have their own distinct identity.
4. The City should preserve and enhance the character of existing stable residential neighborhoods through enforcement of the zoning code and by requiring new developments to minimize potential negative impacts on existing stable neighborhoods.
5. The City should continue to develop and maintain suitable and adequate landscaping, utility undergrounding, sign control, site and building design, parking and performance standards to ensure that all existing and future commercial and industrial developments are compatible with surrounding land uses.
6. Where appropriate, the City shall encourage the mixture of residential and non-residential uses in a single district, ensuring that the mixture of uses are compatible and result in a neighborhood unit.
7. The City should encourage the transferring of densities within a designated neighborhood area where the density transfer would result in development which does the following:
 - Preserves important environmental, cultural, visual and open space resources important to citizens throughout Antioch;
 - Provides high quality urban amenities (such as parks, trails and other recreational resources, libraries, childcare facilities, etc.) necessary to enhance the lifestyle of Antioch's residents and employees;
 - Protects the City's residents through design and construction of new urban development which is sensitive to geological, hydrological, traffic and other infrastructure constraints.
8. The areas identified on the Land Use Plan as "Future Urbanization Areas" should be developed only after substantial commitment to development of adjacent areas closer to the urban core of the City.
9. The City shall continue to promote the development of the downtown Rivertown District as a specialty shopping and service area around the theme of a riverfront village and encourage development of the downtown area as the governmental, cultural, entertainment and historical center for Antioch. The Rivertown District should provide a variety of spaces and locations for specialty, unique, and attractive shops and offices with a strong pedestrian orientation, thus, better enabling the area to at-

tract a wide range of village-oriented type uses which would otherwise locate elsewhere.

RESIDENTIAL GOAL

It is the goal of the City of Antioch to provide a high quality living environment in existing and new residential neighborhoods for all citizens of the community.

Policies

1. The City should endeavor to preserve and maintain the present predominance of low-density residential development within existing and future neighborhoods throughout the community.
2. The neighborhood atmosphere and identity of existing residential areas should be preserved and protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.

Design guidelines should require that development of infill lots be architecturally compatible with the design characteristics of the surrounding neighborhoods.

In deteriorating areas, special incentives should be given for redevelopment such as increased densities for development on larger acreage.

3. In order to maintain a compact urban form and efficient service area that allows for a high quality of life, the City should allow only those residential developments that can meet or provide for acceptable levels of public infrastructure and services (Figure 3-3 provides an example of a new subdivision in Antioch.)
 - New development should be regulated through zoning codes and subdivision regulations that are consistent with this plan.
 - New development should be required to provide infrastructure and services
4. Infill development shall be of a type and intensity compatible with adjacent and nearby users and should be designed, to the extent feasible, to minimize negative impacts on surrounding uses.
 - Programs should be developed which would allow for increased residential density based on the size of the development site as compared to neighboring sites and based on the quality of the project design.
5. The City should encourage the infill development of a variety of residential accommodations and amenities in and around the downtown area so as to increase the advantages of "close-in" living and convenient

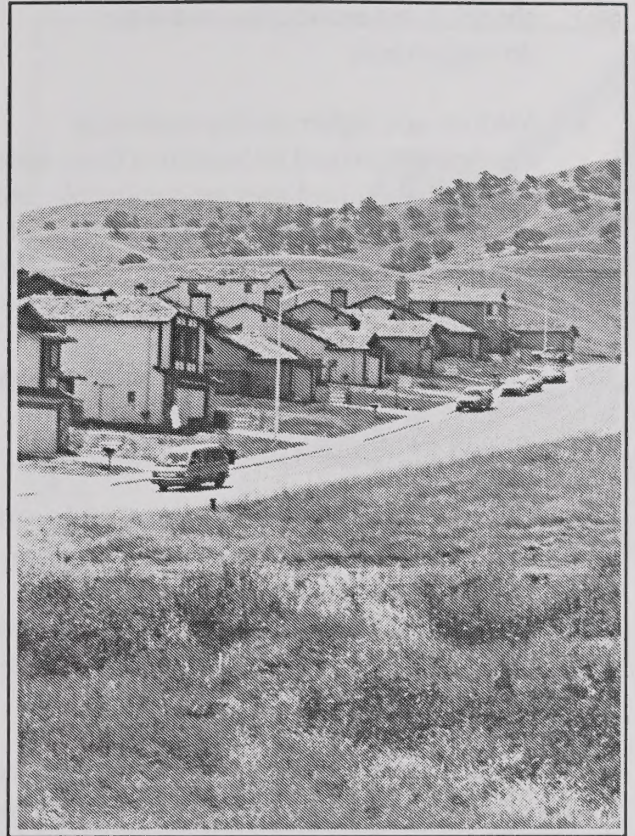


Figure 3-3
A new subdivision adjacent to Contra Loma Regional Park

necessary by using such mechanisms as assessment districts, fees, Community Facilities Districts and reimbursement agreements.

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shopping and services located in the downtown core.

6. Medium and higher density residential development should be located in those areas where adjacent land uses are compatible, and where adequate and convenient commercial services and public support systems such as streets, transit, parking, parks, schools and utilities are, or will be in place. Preferable locations are arterial and collector streets near commercial centers, medical and other services and bus transit routes.
7. The City shall encourage the development of a variety of housing options for senior citizen residents of the community in areas of the City which would most easily meet the needs of senior residents. These areas should be located in neighborhoods within reasonable walking distance of health and community facilities and services and neighborhood-serving commercial uses, or in areas where these uses are easily accessible by public transportation.
 - **Develop special exceptions to the Zoning Code and other incentives to encourage new housing options for seniors.**
8. Adequate sites for provision of future schools, parks, and other public facilities should be conveniently located in all residential neighborhoods.
9. In environmentally sensitive areas, including areas of steep slopes (over 20%) and visual prominence, encourage the development of clustered housing units which allow for the maximum amount of publicly accessible open space and which allow for the provision of major public amenities (i.e. parks, recreational facilities, trails, etc.).
10. In the design of lower density, single-family residential developments (equal to or less than 2 units per acre), particularly in those designated Estate Residential, the City should encourage the utilization of design standards which promote a rural environment.
11. The development of residential land uses should be discouraged in areas with identified hazards to human habitation. It should be allowed only where hazards are fully mitigated to ensure the protection of public health and safety.
12. Design and construction of residential developments, which offer a variety of housing types, lot sizes, and complementary uses through creative and imaginative planning should be encouraged by zoning incentives and flexibility.
13. Hillside areas should be reserved for low residential density to retain the natural environmental features and amenities that contribute to the unique identity of each residential neighborhood by appropriate zoning provisions.
14. Building and pad elevations should reflect the natural contour of the hillside to the greatest extent possible. This can be accomplished through the use of reduced street sections, split building pads, and limitations on the size of flat pad areas.
15. Allow for manufactured housing as an optional form of residential development subject to design standards that enhance its compatibility with more traditional housing types.
16. New residential developments should be designed to include adequate open spaces in either private yards and/or common areas to partially provide for resident's open space and recreation needs.
 - **Public open space and recreation needs should be constructed or financed by new development.**
17. When changes in residential densities are proposed, the City should consider such factors as neighborhood character and identity, compatibility of land uses, and impacts on livability. Further, the City should consider im-

pacts on services, facilities, and local and regional roadway capacities.

18. The City should encourage the provision of adequate and appropriate sites for quasi-public institutions and facilities, such as religious institutions and childcare facilities, in new residential areas.
19. The City should encourage the provision of sites for the development of custom homes in order to enhance the architectural diversity of the housing stock.
 - **Develop an ordinance or provide incentives to developers that allocate a certain percentage of their lots for custom homes development.**

COMMERCIAL LANDS GOAL

It is the goal of the City of Antioch to provide land for and encourage the development of a wide variety of high quality commercial uses which serve all of the retail/service/office needs of the City's residents.

Policies

1. The City shall establish and protect through zoning regulations suitable and adequate sites for commercial facilities which will provide for neighborhood, community and regional needs.
2. Within the time frame of the General Plan, future Regional Commercial development shall be limited to the existing County East Regional Shopping Center site and its adjacent commercial area.
3. The revitalization of the Rivertown Downtown area should be continued toward the end of creating of an urban downtown village atmosphere focused on the San Joaquin riverfront. City officials and local merchants should develop programs to continue this revitalization effort.
4. Design commercial areas that include parking facilities as well as other facilities for alternative modes of transportation to and from the areas, including pedestrian, bicycle, and transit areas.
5. Commercial land in Antioch should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel.
6. Commercial development should be discouraged from locating or expanding within established residential neighborhoods when such development will have a substantial negative impact on the character and livability of the surrounding residential community.
7. The City should discourage the development of new "strip" commercial centers. Sites for new neighborhood and community commercial

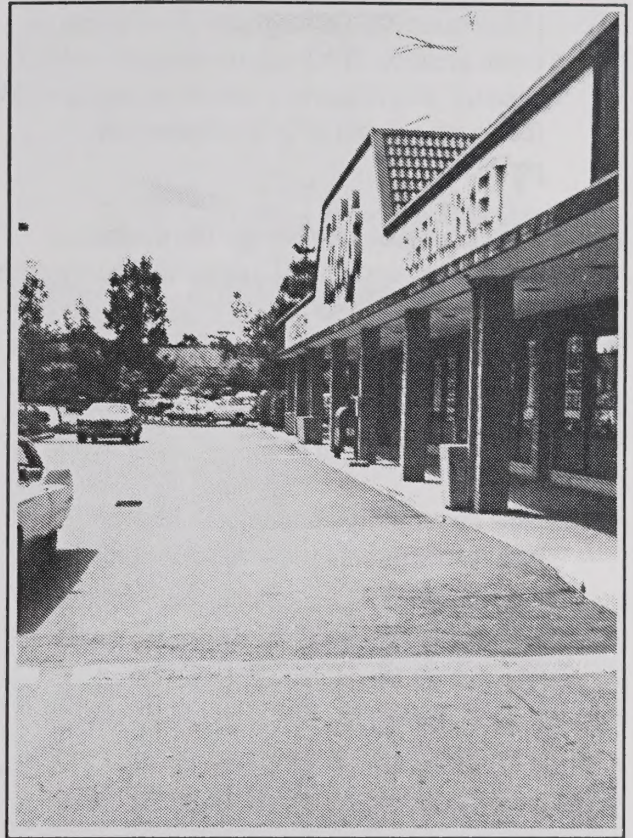


Figure 3-4
Lone Tree Shopping Center

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cial centers should have sufficient depth to avoid creation of a long, monotonous center. Usually, this requires a minimum depth of 250 feet, with a depth of 300 or more feet preferred.

8. The City should encourage the upgrading, beautifying and revitalization of existing strip commercial and shopping centers.
9. New neighborhood commercial centers may be allowed at intersections of collectors with arterial streets or at arterial intersections.
10. New community commercial centers should be allowed only at intersections of major arterial streets.
11. The City should encourage the development of highly successful commercial development which serves the unmet needs of the community and which will improve the fiscal base of the City.
 - The City should require that market studies by independent analysts be prepared to document the demand for the amount and type of commercial space proposed. The market study should be completed prior to or in conjunction with review of the design and layout of the development. The commercial sites are shown on the Land Use Map.
 - The commercial needs of high growth areas, such as Southeast Antioch, should be periodically re-evaluated to determine the amount of commercial acreage supportable.
12. The City should use all available tools and techniques, including redevelopment projects, to strengthen the City's commercial base.
13. The City should establish design standards for the

development of offices within commercial areas that will be consistent with Antioch's small-town community character. The design and scale of offices should be compatible with adjacent residential areas. A mixture of compatible office and retail uses is desirable in these areas.

14. The City should require off-street parking for any new office structures to minimize parking impacts on surrounding residential areas.
15. Some convenience commercial uses can be placed within residential areas using spot zoning without amending the General Plans, as long as uses are compatible with the surrounding residential areas.

INDUSTRIAL LAND GOALS

It is the goal of the City of Antioch to provide land for the development of clean, employment-generating industrial uses during and beyond the planning period of this General Plan.

Policies

1. Industrial development within the community should be limited to those areas and uses



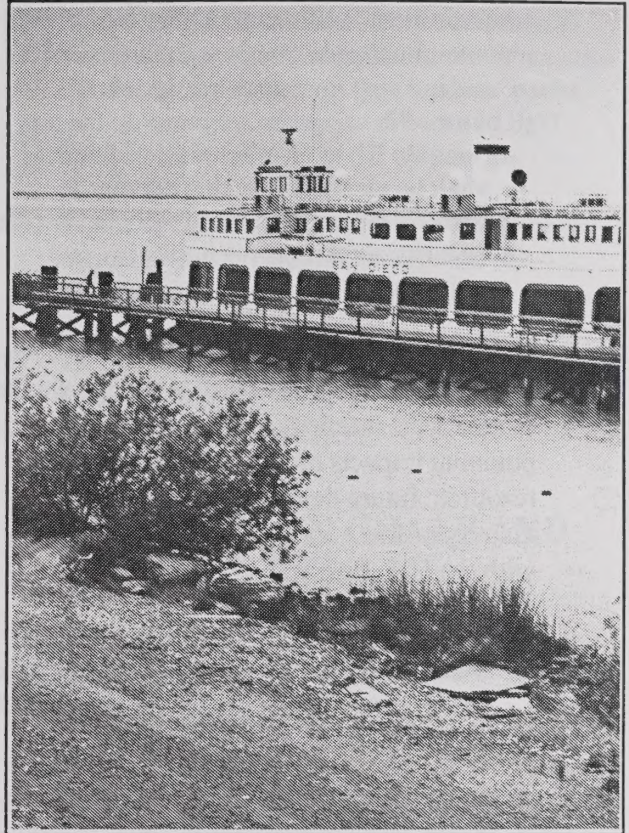
Figure 3-5
Light Industrial Uses

which are provided with adequate transportation access, utilities and services, are compatible with adjacent residential communities, and meet the overall environmental goals of the Plan, and which do not generate nuisances.

2. The City shall promote the development of industrial parks along major circulation and transportation routes to minimize heavy traffic on local streets through planned residential and commercial areas.
3. Light industrial zoning provisions should permit those industrial uses which emphasize (or are compatible with) warehousing, testing and research type uses or are controlled manufacturing uses with adequate performance standards.
4. Strict environmental performance standards (i.e., for smoke, noise, odor, etc.) should be developed to ensure that industrial plants do not cause undue impacts to residential and commercial facilities in the immediate vicinity or community as a whole.
5. The City should designate appropriate lands for industrial and other employment generating uses beyond those which would be developed during the period of this plan.
6. Given the over-classification of industrial acreage that has occurred in the past, the City should recognize some industrial acreage as Industrial/Business Park use for greater flexibility.

WATERFRONT LAND GOAL

It is the goal of the City of Antioch to provide a waterfront which is accessible to the public and is the location of a variety of uses, residential and non-residential, which are oriented toward the river and which are sensitive to the flora and fauna in and adjacent to the San Joaquin River.



*Figure 3-6
Riverboat moored at Antioch's Waterfront*

Policies

1. The City should encourage a variety of commercial, office, residential, tourist and public recreational activity along the riverfront in connection with special entertainment facilities, restaurants and other uses which will foster the village concept.
2. Commercial recreation and destination tourist facilities should be carefully controlled so as to protect the village character of the area and the opportunity of local residents to enjoy, in a safe, attractive and convenient manner, the continued use of the river and local transportation and parking facilities.
3. Consistent with all other policies to protect and enhance the residential character of the community, the City should encourage public and private water-oriented recreational and

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entertainment facilities as a means of providing maximum public access to the riverfront.

- **Future development adjacent to the San Joaquin River or other natural features shall be planned in such a manner to provide maximum accessibility to the river or natural features for public use and enjoyment.**
4. Development adjacent to and nearby the Antioch Dunes National Wildlife Refuge should be of a type, intensity and design to minimize potential impacts on this important natural resource; future development plans in the vicinity of this area should be coordinated with the U.S. Fish and Wildlife Service.
 - **The City should work with the United States Fish and Wildlife Service to promote public educational activities at the Antioch Dunes National Wildlife Refuge.**
 5. Development of the Urban Waterfront district to the west of the recently completed City of Antioch Marina should be only water-dependent commercial, recreational and open space uses that fully mitigate any potential impacts on rare or endangered species or their habitats. The Urban Waterfront designation provides definition of water-dependent uses.
 6. The City should continue to work toward the development of a linear accessway along the entire waterfront from the Antioch Dunes National Wildlife Refuge to the City of Antioch Marina.

PUBLIC, INSTITUTIONAL AND OPEN LAND GOAL

It is the goal of the City of Antioch to provide adequate land and suitable sites for institutional and public facilities to meet the needs of the community, and to preserve open space areas for the provision of recreational opportunities and the protection of natural resources, public health and safety.

Policies

1. The City should provide for a sufficient diversity of land uses so that schools, parks and recreational areas, churches, childcare and neighborhood shopping centers are available in close proximity to each resident of the community.
2. Buildings used for large public assembly, including, but not limited to schools, theaters, auditoriums and high density residential development, shall be limited to those areas which are relatively safe from seismic activity, flooding and hazardous geological conditions.
3. In cooperation with the Antioch School District, the City should require the development of park sites adjacent to school properties whenever feasible.
4. The City should promote the development of federal, State, special district, County, and local governmental office facilities within or adjacent to the rivertown area to provide a further civic focus and revitalization effect.
5. The City should pursue an organized system of open spaces throughout the community by utilizing existing and proposed parks, utility easements, natural drainage areas, and those areas unsuited for urban development due to unsafe geological conditions and severe topographic features. City should coordinate efforts with East Bay Parks, CCWD and EBMUD to develop a trail system along their right-of-way.
6. It is a policy of the City of Antioch to encourage the relocation and redevelopment of the Antioch Airport in a manner which satisfies the demand for general aviation facilities in eastern Contra Costa County and which will recognize the development of southern Antioch as a major residential community.
7. Prior to relocation of the Antioch Airport, development shall be restricted within Antioch

Airport Safety Zones, as described in the Antioch Airport Land Use Policy Plan.

8. The City should work with the County to develop policies and development standards for future development in the “Future Urbanization Areas” designed to minimize conflicts arising from encroachment of urban uses into agricultural areas.
9. In preparation of specific plans in the “Future Urbanization Areas” require the inclusion of policies which will minimize the potential impacts on adjacent agricultural uses, including but not limited to the following:
 - In areas approaching the boundaries of the Antioch Planning Area and which are contiguous with prime agricultural lands, develop transition zones between urban and agricultural areas which reduce interference and protect agricultural land from conversion to nonagricultural uses.
 - Establish setbacks or buffer zones to minimize potential conflicts with spraying of fertilizers and pesticides.
 - Require preparation of drainage plans that reduce the potential for urban runoff onto agricultural lands.

JOBS/HOUSING BALANCE GOAL

It is the goal of the City of Antioch to work toward the long-term development of a more balanced community in terms of residential and employment generating uses.

Policies

1. The City should identify land for the development of employment-generating uses during and beyond the planning period of this General Plan that will serve to balance housing development with employment opportunities over the long term.
 - Future urbanization Area #2 should be developed for employment-generating uses. While some residential development is

permitted in the more hilly western area, the majority of the lands should be set aside for future suburban type business parks that encompass major offices and light industrial uses.

2. The City should encourage businesses to locate in Antioch through an aggressive economic development program.
3. Employers should be encouraged to provide job opportunities for all members of the community’s labor force.

B. CIRCULATION GOALS AND POLICIES

Overall Goal

It is the goal of the City of Antioch to provide adequate access to and within the City, and to accommodate future traffic volumes associated with projected development through the year 2000 at acceptable levels of service.

Background

Transportation has become the most important issue to most residents in the Bay Area over the past few years according to recent polls. Congestion levels on regional as well as local transportation facilities have reached crisis levels, and are expected to get worse before they get better. Some communities are restricting growth due to the unacceptable congestion levels on their roadways. In order to plan for future growth in the City of Antioch, it is essential to plan a coordinated transportation system to support this growth, and programs for funding and implementing the required facilities.

The City of Antioch’s circulation system provides access to and within the City via airplanes, boats, automobiles, trains, buses, bicycles, and pedestrians. The Circulation Plan, shown in the fold-out map at the end of this document, was developed to provide acceptable access to and within the City of Antioch, based on the land use

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assumptions in the General Plan. The Circulation Plan includes the existing and proposed major thoroughfares, the location of existing and proposed grade separations between primary transportation facilities, and the proposed location for future transit stations.

Goals and policies for the following categories have been identified to guide future transportation decisions in order to provide adequate access in the City of Antioch: Streets and Highways, Transit and Transportation Systems Management, Bikeways and Pedestrian Paths, and Parking.

Streets and Highways

Highway 4 is becoming increasingly congested due to continued residential, commercial and industrial growth in Antioch and East County in general. Traffic congestion becomes particularly acute over the Willow Pass Grade during commute hours. The economic vitality of Antioch and the East County is being adversely affected by the condition of Highway 4 over Willow Pass, as is the quality of life and the health and safety of the residents of the area. Continued residential, commercial and industrial growth will only worsen such adverse traffic conditions. Thus, there is an immediate need for improvements to Highway 4 over Willow Pass, including as an interim measure, the addition of at least one lane in each direction.

Traffic conditions in the City of Antioch are generally acceptable, with congestion developing at the intersection of major arterials, or at freeway ramp intersections. As traffic volumes increase throughout the City, it will be critical to improve the circulation system to accommodate the increased volume at acceptable service levels. In order to provide additional capacity, it will be necessary to extend and/or expand existing roadways, fill in missing roadway connections, construct new roadways, provide grade separations along the railroad tracks at primary roadways, and improve intersection operations to accommodate future traffic levels.

Typically, access is limited on these primary facilities. In the case of freeways, access is restricted to interchanges; along arterials, access is restricted by limiting the number of intersections or driveways.

Collector routes funnel traffic between arterial routes and local roadways. The primary collector streets in Antioch are Gentrytown Drive, G Street, Cavallo Road/Arrow Drive, Hillcrest Avenue (north of Eighteenth Street) Viera Avenue, Phillips Avenue, Eighteenth Street (between A and L Streets), Tregallas Drive/Larkspur Drive, Putnam Street/Worrell Road, Longview Road (between Putnam and G Streets), Robles Drive, Silverado Drive, Harbor/Barmouth Drives, Wildflower Drive, Sunflower Drive, and the proposed collector roadways in the Southeast Antioch Areas.

Local roadways usually have direct residential access. Hence it is desired that traffic volumes are well below the capacity of the roadways, and that they are not subject to a significant amount of diverted traffic.

Transit and Transportation Systems Management

In addition to expanding the capacity of the circulation system, it will be important to provide alternatives to the personal automobile, and encourage people to use these alternatives. Currently, traditional fixed-route and demand-responsive transit services are available connecting Antioch to adjacent communities, and to the regional transit system (BART) in Concord. New service between Antioch and the Tri-Valley Area will be required in the future, and improved regional access to Western and Central Contra Costa County and other areas in the Bay Area will be required as well. BART or an alternate high-speed regional transit facility serving Antioch is planned for the future; however, at this point it is uncertain what type of service will be provided, and when it will be operational.

Although some Antioch residents share rides to work, without incentives to provide cost or time savings it is unlikely that this alternative will pro-

vide a substantial reduction in the need for major transportation infrastructure improvements. However, improvements elsewhere in the Bay Area will increase the demand for ridesharing matching services.

STREETS AND HIGHWAYS GOAL

It is the goal of the City of Antioch to provide adequate capacity to, from, and within the City, to achieve acceptable operations on all roadways and at all intersections.

Policies

1. Work with the CalTrans, County and other local jurisdictions to expand and upgrade freeway facilities in East Contra Costa County accommodate projected future traffic levels.
 - Signalize State Route 4 ramp intersections, and encourage CalTrans to widen the off-ramps to two lanes, improve the L Street Interchange and close the G Street interchange.
 - Work with Pittsburg and CalTrans to develop Standard Oil interchange.
 - Work with CalTrans to add new east-bound off-ramp at Somersville Road.
 - In cooperation with other East County jurisdictions, develop and improve local financing for improvements to Highway 4 over Willow Pass by constructing additional lanes. Fees imposed on residential development is one method to explore in this regard.
 - Preserve needed freeway right-of-way through dedication as adjacent properties develop.
2. Facilitate the free flow of traffic on major arterials.
 - Work with Southern Pacific Railroad to construct grade separation along the tracks at Somersville Road, Hillcrest Avenue, A Street, and the proposed Viera Road extension.
- Discourage non-local and commercial traffic from using local residential streets.
3. Coordinate circulation plans and improvements with other jurisdictions in East County; in particular, the planning, funding, and construction of the Delta Expressway should be coordinated with the jurisdictions that will benefit from it.
4. Provide alternate routes for regional and sub-regional traffic to avoid spillover onto local roadways.
5. Regulate access locations (curb-cuts), where possible, such as in developments with more than one access location, to distribute traffic onto less congested roadways, and to minimize the number of access locations.
6. Provide adequate capacity at intersections to accommodate future traffic volumes by installing intersection improvements and traffic control devices, as needed, as development occurs. These improvements should be identified as future traffic studies evaluating the impacts of each development.
 - Require that the off-site impacts associated with specific developments be mitigated.
 - Traffic flows that result from new development should not cause deterioration below service levels identified in the Growth Management Element of this General Plan.
7. The City should consider alternative sources of funds for citywide transportation improvements.
 - City should support the use of assessment districts, benefit districts, fees and community facilities districts to fund required improvements as needed.
8. Establish Assessment Districts in areas that will require major infrastructure improvements that will benefit only that area of the City.

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9. Complete the City's street system as shown on the General Plan in accordance with City street design standards.

- Improve, extend, or construct the following roadways to facilitate future development: James Donlon Boulevard, Somersville Road, Sunset Drive, Davison Drive, Pittsburg-Antioch Highway, G Street, Hillcrest Avenue, Deer Valley Road, Laurel Road, Viera-Nelson Road, Eighteenth Street, Wilbur Avenue, A Street, I Street, L Street, Sixth Street (to the west), the Third/Fourth and Ninth/Tenth Street couplets, Lone Tree Way and Dallas Ranch Road.
- Require new developments to pay their fair share of planned roadway improvements.

10. Design and regulate City streets to minimize traffic related impacts on adjacent land uses.

- Provide setbacks, landscaping, soundwalls and other measures to protect adjacent uses from safety, noise and air quality impacts associated with traffic on arterials and high volume collectors.
- Develop master landscape plans unique to each of the arterials in the City. Concrete surfaces should be minimized and where possible, landscape should be placed along arterial and major collectors to buffer pedestrians from the road.

TRANSIT AND TRANSPORTATION SYSTEMS

It is the goal of the City of Antioch to provide effective transit and transportation systems management alternatives to reduce reliance on the personal automobile.

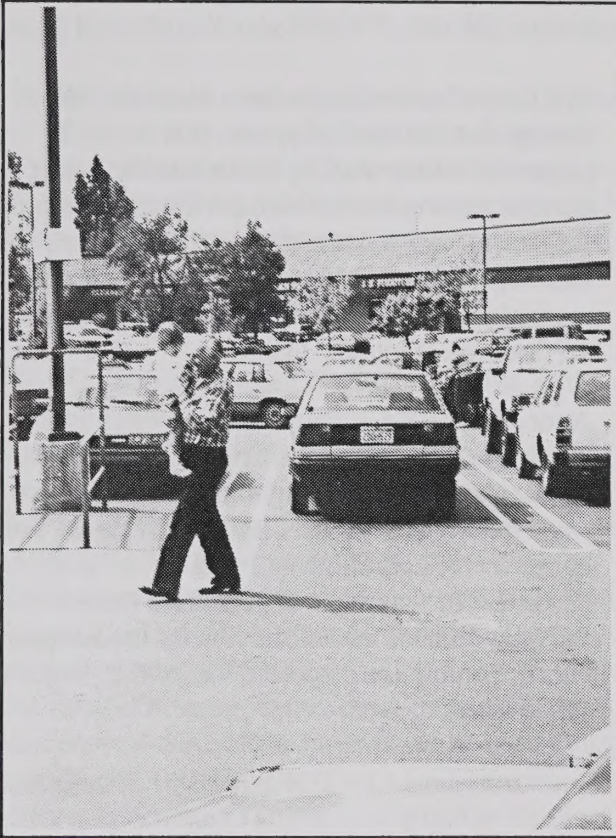
Policies

1. Cooperate and coordinate with other cities and regional agencies in developing, funding, and staffing a Commute Alternatives Program to provide information to commuters regarding transit and ridesharing opportunities, work
2. Work with the appropriate agencies and jurisdictions to improve transit services to other areas of Contra Costa County and the Bay Area, and expand transit services to the rapidly developing Tri-Valley Area. (Figure 3-8)
3. Provide adequate facilities for transit access in the City of Antioch through adequate roadway designs to accommodate bus access to areas designated as future transit station locations.
4. Pursue the extension of BART to the Antioch area.
5. Require the reservation of acreage needed along the proposed BART alignment for rail,



Figure 3-7
Tri-Delta Transit enroute.

with employees and residents to match potential drivers and riders into car and vanpools, work with employers to develop work rules to accommodate alternative commute alternatives (staggered work hours and flex-time).



*Figure 3-9
Off-street parking provided by commercial
development.*

stations and facilities and encourage BART to acquire land as it becomes available.

6. Utilize future BART sites as interim Park & Ride facilities.
7. Continue to seek funds for the City's Senior Dial-A-Ride Program.

BIKEWAYS AND PEDESTRIAN PATHS GOAL

It is the goal of the City of Antioch to provide safe access for bicyclists and pedestrians throughout the City.

Policies

1. Expand the existing bicycle system to include access across and north of the freeway. Future bicycle connections will be needed to connect

new and existing residential areas to employment and shopping areas, and schools, especially primary and secondary schools. (Figure 3-10)

- **Work with East Bay Regional Park District, Contra Costa Water District, East Bay Municipal Utilities District to develop suitable off-road trails on their respective rights-of-way.**

2. Create and maintain a safe and convenient pedestrian system which encourages walking.
3. Design trails to create an enjoyable walking/bicycling experience through the use of landscaping and other amenities as appropriate.

PARKING GOAL

It is the goal of the City of Antioch to assure adequate parking facilities to accommodate future demand for parking.



*Figure 3-8
Cyclists on the Buchanan Road Bike Route.*

Policies

1. Establish Parking Districts in areas where there are opportunities for shared facilities, or where consolidated parking facilities are desirable, to reduce the number of curb cuts, such as in the Downtown and along major arterials.
2. Require retail/commercial and office developments to either provide off-street parking on site, or to participate in a Parking District to provide adequate facilities off-site (Figure 3-10).
3. Designate specific areas for service and delivery vehicles.
4. Require all industrial developments to provide adequate off-street parking to accommodate future employees and transport vehicles.
5. Require all residential developments to provide adequate on- and off-street parking to accommodate both the residents and their visitors.

C. PUBLIC INFRASTRUCTURE GOALS AND POLICIES

Overall Goal

It is the goal of the City of Antioch to provide adequate, high-quality public infrastructure to serve all existing and future development within the Antioch Planning Area.

Background

This section of the General Plan describes the City's goals and policies regarding the provision of water, wastewater and solid waste facilities and services for the community.

Water Supply and Quality

The City of Antioch operates a water treatment, storage and distribution system that serves all properties within the City limits and the unincorporated areas located within the City's Sphere of Influence. Raw water is stored in the Municipal Reservoir before purification in the water treatment plant and final distribution throughout the service area. (Figure 3-11)

Antioch's two principal sources of water are the San Joaquin River and the Contra Costa Water District (CCWD). Capacity limitations and poor water quality restrict the City's use of the San Joaquin River to approximately 40% of its yearly demand. The remainder is purchased from CCWD, which is the sole source for the increased water consumption projected for the City's service area through the year 2005.

Wastewater Management

The City of Antioch is part of the Delta Diablo Sanitation District (DDSD), which covers an area on the south shore of the San Joaquin River and Suisun Bay in eastern Contra Costa County. DDSD operates a secondary wastewater treatment facility that is located north of the Southern Pacific Railroad in the western portion of the Antioch Planning Area.

Expansion of the existing 13.5 mgd plant to 16.5 mgd is to be completed by 1991. This will provide adequate capacity to treat the District's projected flows until the year 2000, at which time an expansion to 21.1 mgd should be completed.

The DDSD also operates the interceptor sewers and pumping stations that transport wastewater from the individual collection zones to the treatment plant. The City of Antioch maintains the local collection network and trunk sewers needed to direct the flow into the DDSD pumping station located southeast of the Municipal Boat Ramp. With the recently completed equalization storage basin and pumping capacity increase, the station is capable of handling both dry weather and peak wastewater discharge beyond the year 2000.

Solid Waste Management

In 1985, Antioch residents generated about 75 tons of refuse per day, not including refuse from businesses and institutions in the area. Additional residents in the coming years could generate about 42 more tons per day by the year 2000. Reducing the amount to be disposed of can have beneficial revenue and environmental effects.

The Contra Costa Waste Sanitary Landfill, sometimes called the GBF Landfill, is currently operated as a Class III (non-hazardous materials) site, but in the past was used for the disposal of hazardous chemicals. Recycling and salvaging are done at the landfill through a contract with an individual who recovers metals and cardboards. The best current estimate is that the landfill will reach capacity in the early 1990s. The closure plan for the landfill is being revised. In anticipation of the imminent closure of the landfill, the operators and the City of Antioch have hired a landscape architect to determine a final configuration for the landfill, and the owner and regulatory agencies are involved in a program to determine the scope of potential hazardous contamination and appropriate remedial actions.

WATER SUPPLY AND QUALITY GOAL

It is the goal of the City of Antioch to ensure an adequate water system providing high-quality water to existing and future development, and to maintain an adequate reserve of water in storage facilities, in order to protect the economic and ecological health of the City and its residents and businesses.

Policies

1. The City shall determine the demand for water for the expected population within the Antioch water service area, and shall consider the impacts of a peak drought or peak fire-fighting demand and determine its response during a drought.
2. Carry out capital improvement projects that will enhance the efficiency of the supply system and ensure adequate supplies for the future.
3. Cooperate with the Contra Costa Water District and State to obtain financing and construction of water-supply facilities, such as the Los Vaqueros reservoir.

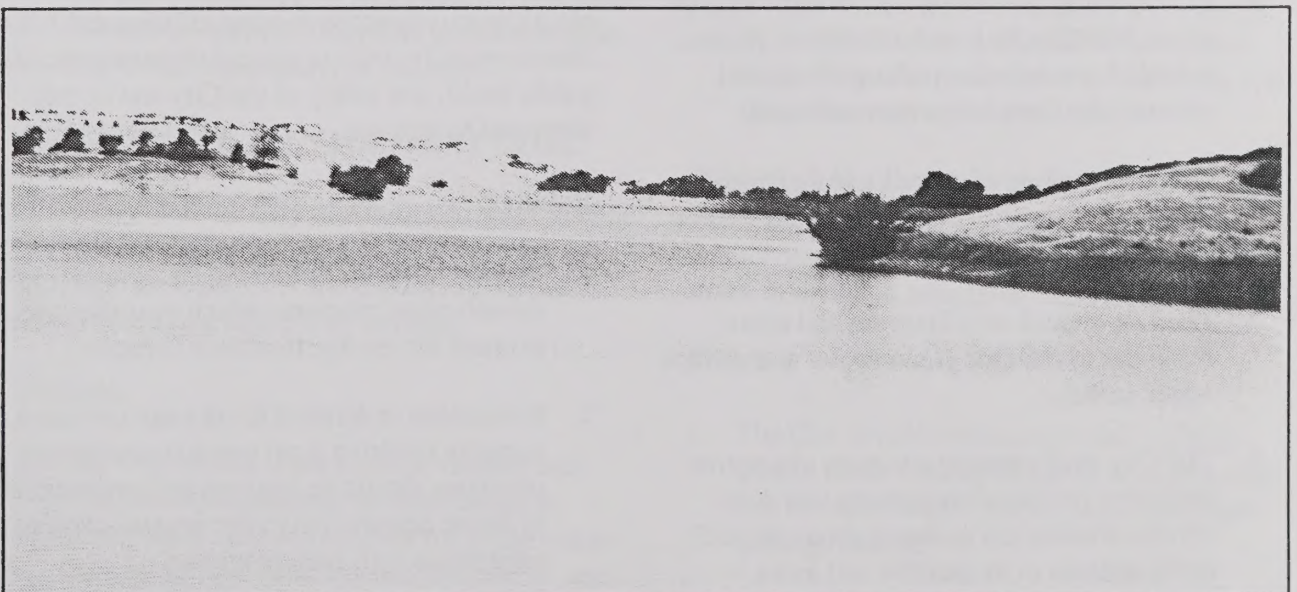


Figure 3-10
Antioch Municipal Reservoir.

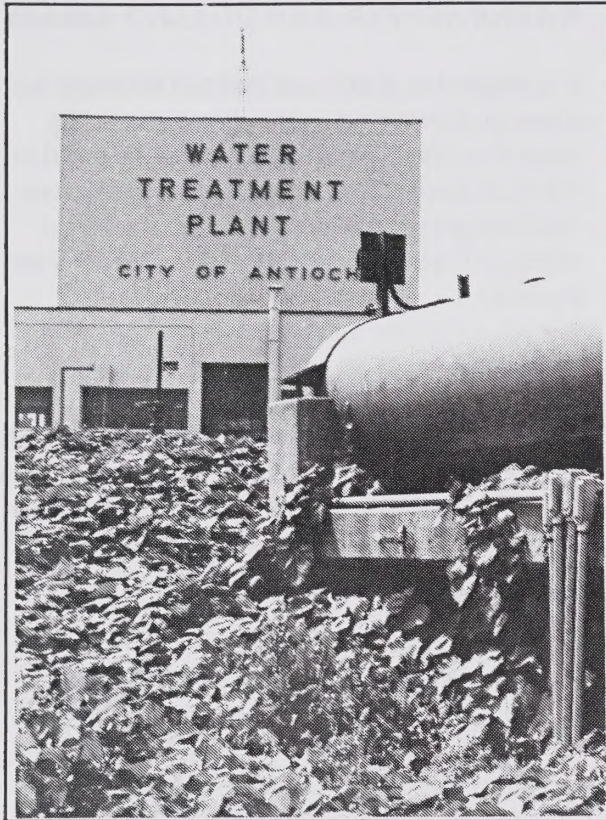


Figure 3-11
Antioch Water Treatment Plant.

4. The City shall incorporate needed water facilities into its capital improvement program.
5. Protect where possible groundwater recharge areas. The City shall seek controls to protect potential groundwater recharge areas and stream sides from urban encroachment.
6. Decrease the loss of topsoil and the deterioration of water quality that results from erosion and sedimentation.
7. The City should seek State aid and other resources to monitor groundwater and surface water quality.
8. The City shall preserve adequate vegetative cover and prevent development which increases erosion and sedimentation potential along streams or in unstable soil areas.

9. Runoff-induced flooding, erosion, sedimentation and pollution resulting from new development and from agricultural areas should be reduced.
 10. Require hydrologic analysis of runoff and drainage from new development.
 11. Continue to control, monitor and enforce strict erosion control procedures for any development involving soil displacement.
 12. The City should evaluate water supply as part of the Growth Management system.
 13. Continue to oppose proposals which would result in increased salinization of the Delta and/or endanger the City's rights to the San Joaquin River or Delta.
 14. The City should adopt water conservation measures in order to reduce the demand for treated water.
- **Continue to enforce the landscape water conservation guidelines.**

WASTEWATER MANAGEMENT GOAL

It is the goal of the City of Antioch to ensure an adequate sanitary sewer and wastewater treatment plant capacity to accommodate existing and future development in order to protect the economic and public health and safety of the City and its residents and businesses.

Policies

1. The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.
2. Reductions in demand for sewage treatment capacity resulting from water conservation programs should be factored into projections of future demand only after several years of experience with such programs.
3. The City should seek the adoption of the above wastewater management policies by

other jurisdictions served by the Delta Diablo Sanitary District.

4. The City should provide the Delta Diablo Sanitary District with information on projected levels of future growth so that the agency can refine service levels in the Antioch area.
5. The City should phase construction of permanent City sewer improvements as a condition of approval of new development to maintain City service standards.
6. The City should coordinate developer financing with the City's Capital Improvement Program to ensure adequate capacity for future growth. Developers should be required to pay for their fair share of existing or future capability to be used by their development.
7. On a regular basis throughout the year, the City should provide Delta Diablo Sanitation District with a summary of recently completed development, new development under construction, and proposed development to which the City has dedicated treatment capacity.
8. The City shall work cooperatively to ensure that capacity allocations are adjusted among the agencies served by Delta Diablo Sanitation District to optimize treatment plant utilization and avoid unnecessary expansions.
2. The City supports the identification and selection of new landfill sites which are in remote locations in the County and are not within or do not require immediate access through the Antioch Planning Area, and would not negatively impact parks or water storage facilities.
3. The City strongly encourages the County to deny all landfill site proposals which are within or which would be immediately accessed through the Antioch Planning Area.
4. The City should seek closure of the Contra Costa Waste Sanitary Landfill as soon as possible and should work with the owner and the County to ensure an acceptable closure plan.
5. Solid waste transfer and processing stations should only be considered in Heavy Industrial designation in locations which would not have traffic, odor or other environmental impacts on the community.
6. The City shall strongly encourage the County Health Department and responsible agencies and parties to complete the cleanup of the GBF landfill site as rapidly and thoroughly as possible.
7. Proposed development within close proximity to the GBF landfill site shall be reviewed to determine the extent of possible health impacts due to the presence of the GBF site and due to the cleanup of the GBF site.

SOLID WASTE MANAGEMENT GOAL

It is the goal of the City of Antioch to work toward the reduction of the amount of solid waste requiring disposal at landfills and enhancing the potential for recycling of the City's refuse.

Policies

1. The City should work with the County and other local jurisdictions to meet areawide goals, objectives and policies for waste reduction, recycling, waste to energy recovery, and landfill disposal.

STORM DRAINAGE GOAL

It is the goal of the City of Antioch to conduct all storm drainage to adequately sized storm drains.

Policies

1. The City should continue to work with the Contra Costa County Flood District to ensure that the runoff from all developments is adequately handled.

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2. Developers shall be required to construct storm facilities as necessary to handle all project runoff.
3. Retention basins shall be developed for recreation areas where feasible.
4. Design of flood control facilities in existing creek areas shall maximize natural setting.

D. PUBLIC SERVICES GOALS AND POLICIES

OVERALL GOAL

It is the goal of the City of Antioch to guarantee a full and adequate range of public and private community infrastructure and services so as to ensure each resident a safe, healthful and attractive living environment.

Background

Fire Service

Fire service in the Antioch Planning Area is provided by the Riverview Fire Protection District. The District encompasses the communities of West Pittsburg, Pittsburg, and Antioch, an area of approximately 65 square miles. Six district offices are located in the Antioch area.

As a response to considerable recent growth in the District, as well as anticipated growth in the coming years, the District is in the midst of a facility planning process, attempting to identify sites in the area for relocation of existing fire stations and construction of additional stations. The three stations in the City may be augmented by additional stations.



Figure 3-12
Riverview Fire protection district Engine; tank reservoir in background.

Police Service

Police service in the City is provided by the City of Antioch Police Department, with the Contra Costa County Sheriff's Department providing security services in the unincorporated areas of the Antioch Planning Area.

Rapid growth in the City has strained police services. Authorized personnel strength, while below national standards for cities of similar size, has been difficult to attain due to lengthy personnel and training procedures, and difficulty in recruiting qualified personnel, resulting in a shortage of police officers on the street at any one time. Considerable expenditure of resources will be required to attain authorized personnel strength in the coming years;

Public Schools

The Antioch Unified School District serves the entire City of Antioch and portions of Pittsburg and Oakley. It has 10,700 students scattered in eight elementary schools, two junior high schools, one senior high school and one school for students who need special supervision. There are also six private/parochial elementary schools with a combined total enrollment of about 407 students. District enrollment projections for the year 2000 indicate that up to approximately 14,790 students could attend local schools, an increase of about 38%.

The District's high level of achievement is testified to by the recent recognition of the City's only high school as one of the top 5% of all high schools in the State of California. This recognition is also a reflection of the City, its commitment to its public school system for local residents have paid for all facilities and salaries, and the District is one of the largest employers in the City, has one of the largest vehicle fleets, and feeds more people than any entity in the City.

In response to overcrowded conditions in recent years, the School District has purchased 32 portable classrooms. Overcrowding continues to be a constraint to the District. One goal of the School

District is to build a new high school when it becomes necessary, possibly in six or seven years. Since funding for reconstruction and construction of schools is limited, State legislation allows the District to levy and collect developer fees to help finance school construction. The ability to construct facilities in a timely manner will be a major challenge to the District in the coming years. In order to address this problem, the School District, in conjunction with the City, is working to form a Mello Roos Community Facilities District to finance the construction of needed school facilities.

PUBLIC HEALTH, SAFETY AND EMERGENCY SERVICES GOAL

It is the goal of the City of Antioch to ensure the provision of appropriate levels of health, safety and emergency services and facilities to adequately serve the current and future needs of the community, including police and fire protection.

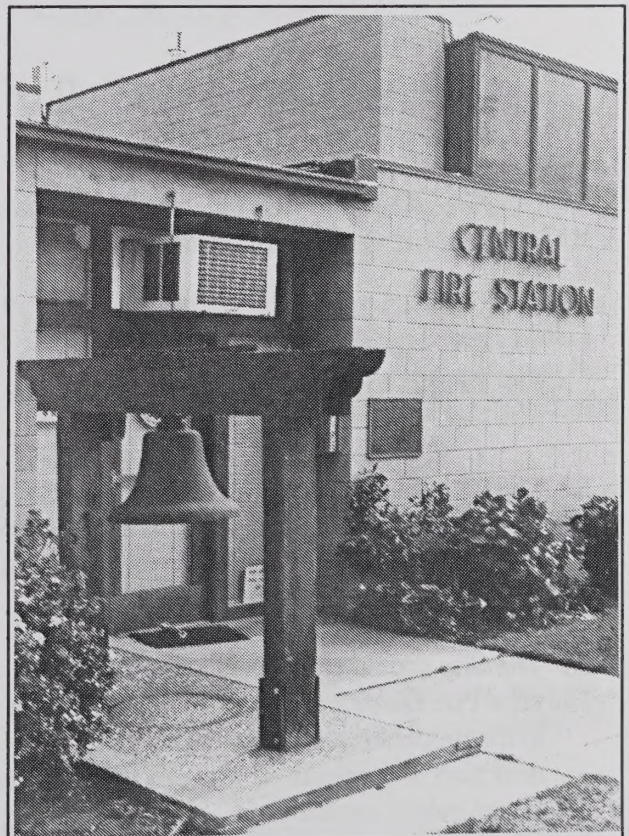
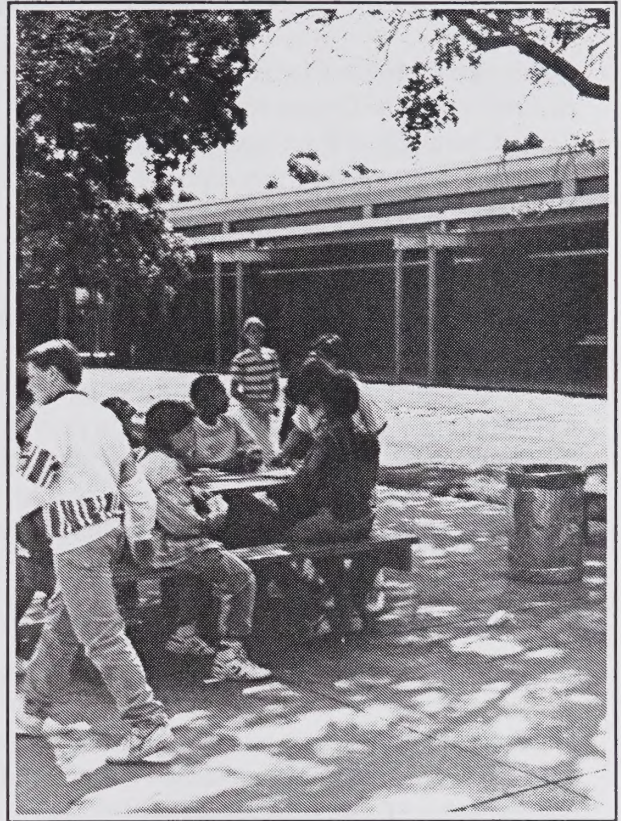


Figure 3-13
Antioch Fire Station

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Policies

1. Avoid locating critical facilities such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to earthquake or other hazards.
2. The City should work with the Riverview Fire District to play a positive role in providing high quality fire protection services to area residents and businesses. The City's role should include, but not be limited to, the following:
 - Determination of station location and relocation sites.
 - Imposition of building codes to reduce fire hazards.
 - Develop and implement a fee on the construction of new residential, commercial and industrial projects help finance the fire station relocation plan and to construct the additional station needed in the southeast quadrant.
 - Support for imposition of District fees to aid in funding personnel costs.
3. Consideration should be given to the potential return of fire service responsibilities to the City.
4. The City should continue to work with the Fire District toward the construction of District Fire Station No. 7 on Deerfield Drive.
5. The City should give priority to implementing special precautions against fire as a condition of new development, particularly for projects abutting open space areas.
6. The City should coordinate with the Riverview Fire District and the Police Department in the preparation of an emergency preparedness plan in cooperation with any other affected public agencies.
7. The City should establish a ratio for numbers of personnel based on the service standards



*Figure 3-14
Lunch hour at Park Junior High.*

- and needs of the community, using the national ratio of 1.5/1000 population as the norm.
8. The City should identify and secure a site for a new, expanded police station.
 9. The City should encourage the development of advanced communications capabilities and computer technology, coupled with enhanced training of police officers to reduce the need for construction of police sub-stations.
 10. The City, through the project review process, should encourage developers to include design characteristics in new projects which incorporate features such as increased lighting, low-level landscaping to reduce cover for prowlers and others, entrance ways and windows facing on main access ways, and communal entrances.
 - 11.

The City should promote the establishment of citizen participation in safety programs, such as neighborhood watch and merchandise identification programs.

12. The City should support the City Advisory Police Commission in its provision of crime prevention and anti-drug services.
13. The City should support and maintain community programs such as the REACH community assistance program which offers a wide range of counselling services (e.g. drug and alcohol abuse) to area residents, primarily young people and their families.

PUBLIC SCHOOLS AND EDUCATIONAL FACILITIES GOAL

It is the goal of the City of Antioch to ensure the provision of the highest quality educational facilities and resources at all levels for all members of the community, including the various public, private and parochial school and library systems.

Policies

1. The City should cooperate with the Antioch Unified School District to enhance the quality of education, anticipate and construct school facilities before they are needed, and maximize joint use of school buildings, City parks and playgrounds.
 - **City should assist the District in the establishment of financing mechanisms, such as the Community Facilities District, so that new development pays its fair share of the community's educational needs.**
2. The City should ensure that appropriately located new school sites are identified and reserved in new residential developments. At minimum, new schools should be located:
 - **Where most homes are within reasonable walking distance of an elementary school.**
3. The City should work with the Antioch Unified School District to identify and evaluate the impacts of population and demographic changes which may affect the need for new schools or may lead to school closures.
4. The City should continue City-School District cooperation in the joint use of park and recreation facilities and the development of park sites adjacent to school properties.
5. The City should promote and assist through its planning efforts the development and maintenance of a full range of quality educational programs and facilities, including the various public, private and parochial school systems.
6. The City should encourage and work with Los Medanos Community College to expand services to the Antioch community, including the possibility of offering courses at satellite locations in Antioch.
7. The City should work with the School District to ensure that alternative uses for surplus school sites are compatible with surrounding neighborhoods.
8. The City should pursue opportunities with the School District to provide such services as child and senior care in school facilities.
9. Library services should be continued as an extension of public educational opportunities
 - **Where traffic levels are below those established for arterial roadways.**
 - **Where site, shape and topography maximize the usable land area of the site.**
 - **Where public facilities and services such as parks, recreation and public transportation are readily available.**
 - **The locations of existing and proposed school sites are shown on the Land Use Map.**

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and expanded to include the concept of libraries to serve as information, communication, cultural and recreational centers for all residents of the community.

10. The City should continue to assist the County Library System in providing the necessary expansion of public library services and facilities to adequately serve the present and future needs of the community.

E. GROWTH MANAGEMENT GOALS AND POLICIES (Superceded by pages 33 - 33.8)

Overall Goal

It is the goal of the City of Antioch to provide for orderly and efficient planned growth throughout the Antioch Planning Area, subject to a holding capacity of approximately 110,000 people, which will ensure that new developments will be served with adequate public infrastructure and services without placing a burden on services or infrastructure serving existing residents and businesses.

Background

New growth and development in the City of Antioch will add to the service and facility requirements of the City as well as other public agencies. All land use decisions have an effect on future municipal tax revenues and on the costs of delivering services. As long as Antioch continues to grow in population and expand its economic base, the City's operating and capital budget will have to respond to an increased demand in services and improvements. However, the fiscal burden of the increased demand for infrastructure is beyond the capacity of normal municipal revenues. The City of Antioch wants to manage residential and non-residential expansion without putting undue burdens on the community's resources and revenues, and without stymieing economic development.

Where and when growth is accommodated has major implications for citywide services and infrastructure capacities. The major strategy of growth management is the carefully chosen loca-

tion of new development to maximize the efficient use of facilities and improvements.

Policies

1. The City shall support development only in those areas where City facilities are available or will be provided consistent with the service standards identified in this Plan, and consistent with the recommendations of the County Transportation Authority.
2. The City shall maintain development fees at a sufficient level to finance infrastructure costs.
 - The City shall require developer financing of infrastructure and service needs through such tools as assessment district bonding, Community Facilities District and Certificate of Participation.
3. The City shall require that new development contribute it's fair share of the cost of public infrastructure and services in order to achieve the goals established in this Growth Management Plan.
4. The City shall strive to ensure that the following service levels are achieved, recognizing that some services are outside the control of the City as they are provided by Special Districts:
 - **Fire Service:** A three to five minute response time for urban fires.
 - **Police Service:** A force level within a range of 1.2 to 1.5 officers per 1,000 population. (1.5 is a national norm that may vary depending upon the changing characteristics of the community.)
 - **Water Supply:** Distribution and treatment expanded in advance of development to meet domestic needs and fire flow requirements.
 - **Sanitary Facilities:** Collection and treatment capacity expanded in advance of development while meeting Regional Water Quality Control Board Standards.

- **Flood Control:** Facilities improved so that Federal Emergency Management Agency (FEMA) requirements are met.
- **Parks:** Five acres of park land per 1,000 population.

Development proposals shall be reviewed in light of their impacts on these service standards with mitigation incorporated as appropriate to further the achievements of these standards over the horizon of the Plan.

5. The City shall strive to ensure that the traffic level of service at intersections in the City will be equal to or better than the following standards by the year 2000.

- For intersections south of State Highway 4 the Level of Service should be "high-D", or a volume-to-capacity ratio of 0.85 to 0.89.
- For intersections north of State Highway 4 the Level of Service should be "Low-D", or a volume-to-capacity ratio of 0.80 to 0.84.
- For intersections abutting land designated Regional Commercial on the General Plan Land Use Map, or those intersections within 1,000 feet of an interchange with State Highway 4, the Level of Service should be "low-E", or a volume-to-capacity ratio of 0.90 to 0.94.

The Level of Service would be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual.

6. Implementation Guidelines for Traffic Policy:

- City shall monitor traffic levels at key intersections on an annual basis.
- Major residential and non-residential projects will provide a traffic impact analysis at the time of application that will evaluate project's impact on existing traffic patterns as well as cumulative impacts at the time of the project's buildout. (Projects with final discretionary approvals, i.e., Final Planned Development, Tentative

Map, Use Permit or Design Review Board, or ones that have applications in process at time of the General Plan adoption will not be subject to this requirement.)

- Based on the traffic analysis, the City shall establish appropriate mitigation measures, including: 1) circulation improvements; 2) reduction in intensity of development; or 3) a determination that a given intersection is subject to a finding of special circumstances.

- Utilizing project traffic data and annual monitoring, the City shall prepare and maintain a Capital Improvement Program for traffic improvements that will phase in improvements as traffic level warrants them. Development will be required to contribute to these improvements based on their share of the projected impact.

7. The City shall conduct a regular review to determine the status of compliance with the adopted performance standards. A report shall be presented to the City Council on an annual basis as part of the budget process identifying the current and projected levels of service, taking into account approved development and any mitigation measures required to offset project impacts. This report shall be utilized in the review of the City's five-year capital improvement program.

8. The City shall prepare a Five Year Capital Improvement Program which shall be designed, in part, to ensure that traffic levels of service and other public infrastructure and service standards are met and/or maintained.

9. The City shall coordinate developer financing with the City's Five-Year Capital Improvement Program to ensure adequate capacity for future growth. Developers shall be required to pay for their fair share of existing and future capacity to be used by their development.

10. The City should continue to apply for State and federal funds for improvements to infrastructure and should continue to explore other financing mechanisms.

E. GROWTH MANAGEMENT GOALS AND POLICIES

OVERALL GOAL

It is the goal of the City of Antioch to provide for orderly and efficient planned growth throughout the Antioch Planning Area, subject to a holding capacity of approximately 110,000 people, which will ensure that new developments will be served with adequate public infrastructure and services without placing a burden on services or infrastructure serving existing residents and businesses. This element establishes specific performance standards for the transportation network and for public facilities and services.

Background

New growth and development in the City of Antioch will add to the service and facility requirements of the City as well as other public agencies. All land use decisions have an effect on future municipal tax revenues and on the costs of delivering services. As long as Antioch continues to grow in population and expand its economic base, the City's operating and capital budget will have to respond to an increased demand in services and improvements. However, the fiscal burden of the increased demand for infrastructure is beyond the capacity of normal municipal revenues. The City of Antioch wants to manage residential and non-residential ex-

pansion without putting undue burdens on the community's resources and revenues, and without stymieing economic development.

Where and when growth is accommodated has major implications for citywide services and infrastructure capacities. The major strategy of growth management is the carefully chosen location of new development to maximize the efficient use of facilities and improvements.

In 1988 Measure "C", the County-wide Transportation/Sales Tax Initiative, was approved. This initiative requires that each city in the County develop a Growth Management Element in order to participate in the program. This Element complies with that requirement.

Policies

1. The City shall support development only in those areas where City facilities are available or will be provided consistent with the service standards identified in this Plan.
2. The City shall maintain development fees at a sufficient level to finance infrastructure costs.
 - The City shall require developer financing of infrastructure and service needs through such tools as

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Assessment District
bonding, Community
District and
Certificate of
Participation.

3. The City shall require that new development contribute its fair share of the cost of public infrastructure and services in order to achieve the goals established in this Growth Management Plan. In no case shall Local Street Improvement and Maintenance funds allocated by the County Transportation Authority be utilized to replace private developer funding for transportation projects determined to be required to mitigate new growth.
4. The City shall continue to apply for State and Federal funds for improvements to infrastructure and shall continue to explore other financing mechanisms.

TRANSPORTATION SERVICE STANDARDS

This section of the Element establishes traffic standards for roadways within the City of Antioch. Roadways are grouped into two categories, Routes of Regional Significance and Basic Routes. Routes of Regional Significance are the State/Federal Highway System and other major roadways which link neighboring jurisdictions and carry a significant amount

of through traffic. Regional Routes in Antioch as of the date of the adoption of this Element are shown in Exhibit #1 and include Highway 4 and ramps, Lone Tree Way, Deer Valley Road, Delta Fair Boulevard west of Somersville Road, Buchanan Road west of Somersville Road, East Eighteenth Street, Hillcrest Avenue, and the Delta Expressway. All other roads are considered to be Basic Routes.

Routes of Regional Significance are subject to the implementation of Action Plans. Action Plans are a set of programs and policies developed by the City in conjunction with other jurisdictions in the County in order to address traffic impacts on Regional Routes. A project that has traffic impacts on Regional Routes will be required to comply with adopted Action Plans.

Basic Routes are subject to specific level of service standards. These standards are measured in levels ranging from A to F, with A representing free flowing traffic and F very congested traffic with long delays. Projects that have traffic impacts on Basic Routes are required to comply with these standards, unless a Finding of Special Circumstances is made.

Policies

1. Projects including General Plan Amendments, Specific Plans, Rezonings, and other entitlements

that impact Routes of Regional Significance shall comply with the requirements of adopted Action Plans. Routes of Regional Significance are shown in Exhibit #1.

- Projects that were approved prior to the adoption of this modified Element shall have their consistency with Action Plans determined taking into account the stipulations and limitations of any previously executed development agreements. These agreements generally have limitations on future requirements but do allow for the imposition of additional fees and other exactions under specific circumstances.

2. The Level of Service (LOS) standards for signalized intersections of Basic Routes shall be as follows. The geographic applicability of these standards is shown in Exhibit #2.

- Rural LOS: Low C (70-74) volume to capacity
- Semi Rural LOS: High C (75-79) volume to capacity
- Suburban LOS: Low D (80-84) volume to capacity

- Urban LOS: High D (85-90) volume to capacity
- Central Business District LOS: Low E (90-94) volume to capacity

Levels of Service standards are considered to be met if:

- Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard; or
- The City has, in its adopted five-year Capital Improvement Program, included project(s) which, when constructed, will result in operations better than or equivalent to those specified in the standard.

3. No project shall cause the level of service standards specified in Policy #2 to be exceeded unless mitigation can be identified and implemented to ensure these service levels are met, or unless a Finding of Special Circumstances is made by the City and approved by the County Transportation Authority.
4. The City may consider amendments to its General

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Plan, Zoning Ordinance, Capital Improvement Program or other relevant documents to ensure Action Plans are implemented and to ensure standards on Basic Routes are met.

OTHER SERVICE STANDARDS

This section of the Element identifies specific standards for public facilities other than the transportation network, and for public services. Projects shall be reviewed in light of their impacts on these service standards with mitigation included as appropriate. It should also be recognized that some of these services are outside the direct control of the City as they are provided by Special Districts.

Policies

1. The following standards shall be applicable to projects in Antioch. Substitutions to these standards may be made on a case-by-case basis if the Alternative Standard achieves the same effect as the listed standard. For example, for the Fire Service requirement it may be possible to utilize sprinklers in conjunction with a different response time. Development proposals shall be reviewed in light of their impacts on these service standards with mitigation

incorporated as appropriate to further achievements of these standards over the horizons of the Plan.

- Fire Service: A three to five minute response time for urban fires.
- Police Service: A force level within a range of 1.2 to 1.5 officers per 1,000 population. (1.5 is a County norm that may vary depending upon the changing characteristics of the community.)
- Water Supply: Distribution and treatment expanded in advance of development to meet domestic needs and fire flow requirements.
- Sanitary Facilities: Collection and treatment capacity expanded in advance of development while meeting Regional Water Quality Control Board Standards.
- Flood Control: Facilities improved so that the 100 year Federal Emergency Management Agency (FEMA) requirements are met.
- Parks: Five acres of park land per

1,000 population.

2. The City will approve development projects only after making findings that one or more of the following conditions are met:

- A s s u m i n g participation in adopted mitigation programs, performance standards will be maintained following project occupancy.
- Because of the characteristics of the development project, project-specific mitigation measures are needed in order to ensure maintenance of standards, and such measures will be required of the project sponsor; or
- Capital projects planned by the jurisdiction or special district(s) will result in maintenance of standards.

3. The City, in cooperation with appropriate agencies and districts, should document and update capacity standards for infrastructure and services.

- The City shall work with the School District to

c o o r d i n a t e development with the provision of school facilities. The City shall also encourage each of the special districts in the Planning Area to prepare master plans for their respective services and coordinate them with the City's General Plan and Capital Improvement Plan. The capital budgets of all districts within the Planning Area should be submitted to the City for review of compliance with the General Plan in accordance with State law.

JOBS/HOUSING BALANCE

The issue of Jobs/Housing balance is a critical one for the City of Antioch. An increase of jobs within the City will greatly alleviate impacts on the transportation network, particularly on the Routes of Regional Significance. It is the goal of the City of Antioch to work toward the long term development of a more balanced community in terms of residential and employment generating uses.

Policies

1. The City shall encourage businesses to locate in

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Antioch through an aggressive economic development program.

2. Employers shall be encouraged to provide job opportunities for all members of the community's labor force.
3. The City shall ensure the availability of land for the development of employment-generating uses during and beyond the planning period of this General Plan that will serve to balance housing development with employment opportunities over a long term, resulting in reduction in transportation demand on a City, subregional and countywide basis.
4. The City shall request that the County not permit changes in zoned uses or increases in zoning density in areas within the Antioch Planning Area.

MONITORING AND COORDINATION OF GROWTH MANAGEMENT PROGRAM

An important component in marking Antioch's Growth Management Program work is to conduct regular evaluations of the effectiveness of the program. Information such as the amount of development that has occurred, the supply of vacant land, the status of current service levels, and programmed improvements to the infrastructure system will need

to be reported to decision makers on a regular basis. Only in this way can Antioch ensure that the goals and policies of the Growth Management Program are being met. Also key in making the program work is coordinating with other agencies in the region as many of the issues facing Antioch are regional in nature.

1. The City shall conduct a regular review to determine the status of compliance with the adopted performance standards. A report shall be presented to the City Council on an annual basis as part of the budget process identifying the current and projected levels of service, taking into account approved development and any mitigation measures required to offset project impacts. This report shall be utilized in the review of the City's five-year capital improvement program.
2. The City shall prepare a Five-Year Capital Improvement Program which shall be designed, in part, to ensure that traffic levels of service and other public infrastructure and service standards are met and/or maintained.
3. The City shall coordinate developer financing with the City's Five-Year Capital Improvement Program to ensure adequate capac-

ity for future growth. Developers shall be required to pay for their fair share of existing and future capacity to be used by their development.

4. The City shall cooperate with other jurisdictions in the County to reduce transportation congestion by participating in the County Transportation Authority, and TRANSPLAN by encouraging public input into that process, by participating in the development of Regional Route Action Plans, and by cooperating in planning for intersections subject to findings of Special Circumstance.
5. The City shall work with surrounding jurisdictions as the need arises to resolve issues concerning establishing appropriate boundaries, the nature of development at boundaries, and other related regional issues.

IMPLEMENTATION MEASURES

The following are specific implementation measures to carry out policies contained in the Element.

1. City shall monitor traffic levels at key intersections on an annual basis.
2. Residential and non-

residential projects which generate over 100 peak hour trips in the peak direction will provide a traffic impact analysis at the time of application that will evaluate project's impact on existing traffic patterns as well as cumulative impacts. Projects with discretionary approvals prior to the adoption of this modified element are exempt from providing this traffic impact analysis. Use permits implementing previously approved final development plans are also exempt from this requirement. Projects can only be approved if a finding of consistency are made. Findings of Consistency may be made only if a traffic impact analysis shows that project approval is consistent with adopted Action Plans with respect to Routes of Regional Significance and will not result in violation of adopted standards at any Basic Route signalized intersection unless (1) projects included in the jurisdiction's five-year Capital Improvement Program will result in attainment of the standards, or (2) Findings of Special Circumstances including imposition of appropriate mitigation measures have been adopted by the City and the County Transportation Authority.

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3. Utilizing project traffic data and annual monitoring, the City shall prepare and maintain a Capital Improvements Program for traffic improvements that will phase in improvements as traffic level warrants them. Development will be required to contribute to these improvements based on their share of the projected impact.
4. The Level of Service for Basic Routes shall be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual.
5. Antioch will participate in the County Transportation Authority's conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and other programs described in this Element.
6. Following adoption of Regional Route Action Plans by TRANSPLAN and the County Transportation Authority, the jurisdiction will implement specified local actions in a timely manner, consistent with adopted Action Plans.
7. As part of its program to attain traffic service standards, the City will adopt and implement a Transportation Systems Management (TSM) ordinance or an alternative mitigation program.
8. For the purposes of reporting to the County Transportation Authority on compliance with the Growth Management Program, the City will complete and submit a compliance checklist. For monitoring of compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the City.
9. The City may prepare a request for Findings of Special Circumstances. It will be submitted to the County Transportation Authority, consistent with the procedure prescribed by the Transportation Authority. The request shall include identification of alternative standards and proposed mitigation measures and programs.
10. Transportation projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for Intersections Subject to Findings of Special Circumstances, may be funded through use of Local Street Improvement

and Maintenance Funds allocated by the County Transportation Authority. In no case shall revenue from this source replace private developer funding for transportation projects determined to be required to mitigate the impacts of new growth.

11. The list of Routes of Regional Significance may be changed by the City Council without requiring a General Plan Amendment.

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CHAPTER 3

11. The City shall request that the County not permit changes in zoned uses or increases in zoning density in areas within the Antioch Planning Area.
12. The City, in cooperation with appropriate agencies and districts, should document and update capacity standards for infrastructure and services that are required to be present for or provided by new development.
 - The City should encourage each of the special districts in the APA to prepare master plans for their respective services and coordinate them with the City's General Plan and Capital Improvement Plan. The capital budgets of all districts within the Planning Area should be submitted to the City for review of compliance with the General Plan in accordance with State law.
13. The City shall cooperate with other jurisdictions in the County to reduce transportation congestion by participating in the Regional Transportation Planning Authority and by encouraging public input into that process through the CCTPC Citizen Advisory Committee and the Regional Transportation Planning Committee.
14. The City shall ensure the availability of land for the development of employment-generating uses during and beyond the planning period of this General Plan that will serve to balance housing development with employment opportunities over a long term, resulting in reduction in transportation demand on a City, subregional and countywide basis.

F. SOCIAL SERVICES GOALS AND POLICIES

OVERALL GOAL

It is the goal of the City of Antioch to support programs that meet the social service needs of the population. The City shall strive to identify groups, such as seniors or youth, that would

benefit from special programs and policies, and then implement such programs as appropriate.

Background

At a time when federal and State government funding priorities have shifted away from social services, the recognition of the need for those services has increased at the local government level. The rise of the two-worker household, single-parenting, latchkey children, the "graying" of the population, greater amounts of leisure time, juvenile delinquency, and drug abuse have combined to raise the demand for child care, youth programs, and programs for senior citizens.

This demand can be expected to increase as the City continues to grow, and begins to experience more of the problems associated with larger, more urban communities.

Child Care

A community survey conducted in 1987 revealed that 10% of all Antioch households use child care services. The total capacity of all child care provided in the City is approximately 1,300 children. Another 10% of all Antioch households (about 2,000 households) need child care services to obtain the work they are seeking. This suggests a large unmet demand for child care within the current population. This demand can be expected to increase dramatically given the number of new households that rely on two incomes (approximately 60%).

Children aged 5-17 numbered 9,956 in 1980, accounting for nearly one of every four Antioch residents. This percentage share of the population was greater than either County or regional percentages. Aside from school-related and recreation/sports activities these children do not have a wide range of social services available to them.

Seniors

In 1980, seniors comprised approximately 10% of the City's resident population. As a group, the rate of increase in the number of seniors in the popula-

tion far exceeds the growth rate of any other population group, including children. By the year 2000, it is estimated that seniors will comprise about 15-20% of the City's population, or approximately 11,800 to 15,800 persons. There are currently approximately 200 housing units developed exclusively for seniors, with three other projects totaling over 300 units planned. Senior needs are varied and complex, but critical in light of the expected dramatic increase in population.

CHILD CARE GOAL

It is the goal of the City of Antioch to provide opportunities for the development of child care facilities, and to actively encourage the development of child care centers on suitable sites.

Policies

1. The City shall continue to work with the Contra Costa Childrens' Council, YMCA, and YWCA to monitor the types of child care needed and the resources available.
2. The City shall structure land use regulations to allow for the possibility of child care facility development on a wide number of sites.
3. The City shall evaluate the need for child care facilities for all new developments and determine whether existing or planned child care facilities in the area meet that need.
4. The City shall, as part of the review of applications for neighborhood commercial developments, evaluate the potential need for child care facilities in the surrounding service area. If a facility appears to be warranted, the City shall ensure that the design of the commercial development would allow the successful integration of a child care facility. Satellite sites removed from the main body of the center would typically be preferable.
5. The City shall encourage the integration of child care facilities with churches, schools and other public facilities where appropriate.

YOUTH SERVICES GOAL

It is the goal of the City of Antioch to encourage a range of appropriate activities and events for the youth of the community.

Policies

1. The City shall continue to work with existing community groups and institutions to develop a variety of programs to deal with youth needs in such areas as recreation, career counselling, job placement and civic arts.
2. The City shall encourage economic development or businesses catering to youth.
3. The City should establish an Antioch Youth Commission composed of youth and adult representative members of the community.
4. The City should continue to encourage flexible use of facilities wherever possible for activities ranging from youth to seniors.

SENIOR SERVICES GOALS

It is the goal of the City of Antioch to address the special housing and service needs of the senior population.

Policies

1. The City shall encourage the development of a variety of housing options for senior citizen residents of the community in areas of the City which would most easily meet the needs of senior residents. These areas should be located in neighborhoods within reasonable walking distance of health and community facilities and services and neighborhood-serving commercial uses, or in areas where these uses are easily accessible by public transportation.
2. The City shall pursue "affordable" housing for seniors by utilizing federal, State and local redevelopment funds.

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3. The City shall pursue a coordinated proactive role with the Committee on Aging to meet the varied special needs of seniors.
4. The City shall support the concept of senior day care centers.

G. HOUSING GOALS AND POLICIES

Overall Goal

It is the goal of the City of Antioch to provide adequate land for all types of housing in order for the community to grow and prosper.

Background

Housing stock in Antioch grew by 15.8% during the first five years of this decade. Multi-family units comprised approximately 53% of new

growth in the City during the first five years of this decade, a high rate of growth relative to traditional single-family rates in both the City and the County. Consistent with trends in the region and throughout the country, the housing stock in both the City and the County became somewhat more diverse in the first half of the decade, as the number of single-family homes declined as a percentage of total housing supply.

The rapid increase in rental housing construction in 1984-1985, coupled with the increase in duplex and zero-lot-line development projects, accounts, in part, for the disproportionate increase in multi-family housing in the area. Rental housing construction will not be as attractive an investment as it has been in the recent past due to recent changes in federal tax laws. These changes may result in a decline in rental housing construction in the community.

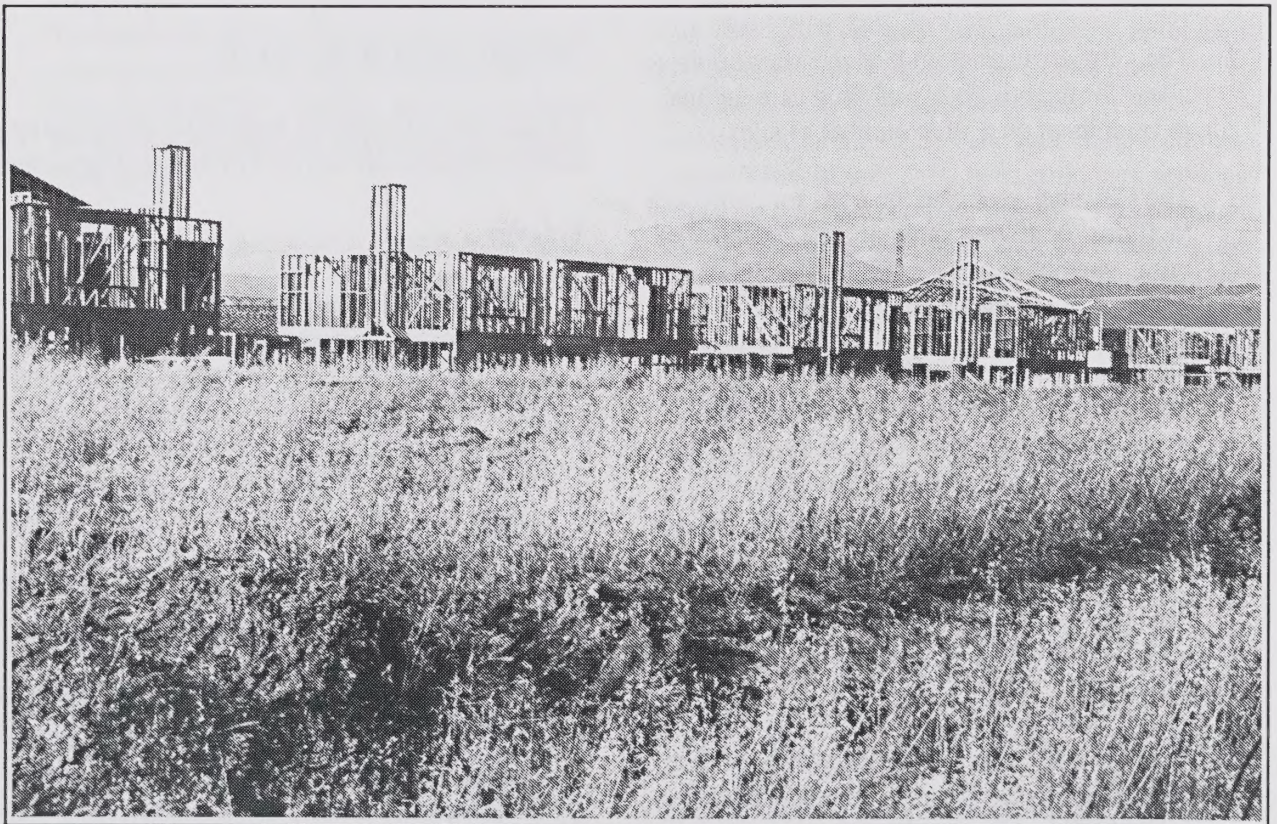


Figure 3-15
Framed houses off Hillcrest Avenue, Southwest Antioch.

Antioch housing stock growth during the first half of this decade accounted for 45% of the total number of units projected to satisfy both local and regional housing needs. If growth trends continue, as they are projected to do, the City could attain the total number of units projected to meet identified housing needs, although projects suggest that growth may result in only 96% attainment of identified need.

Comparison of recent household income estimates with recent average sale prices of homes in the City suggests that recent housing growth has been oriented to the middle of the Low Income Category in Antioch, and the upper end of the Moderate Income Category in the County as a whole. While the amount of housing built in each household income category during the 1980-1986 period is unclear, what is clear is the focus of most housing activity in Antioch: homes that are considered affordable.

The City's growth has resulted in an expansion of housing that is affordable to households earning less than the prevailing median income in the Alameda-Contra Costa County area. Antioch can be considered a regional housing resource for households earning similar incomes. Moreover, availability of relatively modest-priced housing is often cited by developers and employers as a reason for locating employment-generating activities in a given area. Antioch has such availability and could utilize that asset to alter the existing and projected jobs and housing imbalance.

Section 65302(c) of the State of California Government Code requires a Housing Element in all City and County General Plans. Unlike other mandatory elements of a General Plan, Housing Elements must be updated at least every five years. The City of Antioch last updated the Housing Element in 1985, after review and comment by the Department of Housing and Community Development (HCD), a State agency mandated to review local Housing Elements for responsiveness to statewide guidelines. The next update is required prior to July 1, 1990.

Projections of a burgeoning elderly population in the City of Antioch during the next 10 to 15 years will require the development of a significant number of new housing options for senior citizens ranging from unfurnished apartments for the ambulatory elderly to housing situations that provide for comprehensive nursing services for those people in need of ongoing medical care, the elderly housing market is not monolithic; the elderly population has many segments and all require different housing resources. The elderly population has special housing needs often due to limited and/or fixed incomes, inadequate facilities, lack of private transportation, location and access limitations to commercial and public facilities, and the need for access to medical services. There are a wide range of living options for senior citizens, including adult communities where seniors take care of their own cooking, cleaning and transportation needs; congregate care facilities which offer one to three meals a day, maid service, group transportation and central social services; life care communities which offer comprehensive medical services with independent living units; and nursing or convalescent homes.

BALANCED GROWTH GOAL

It is the goal of the City of Antioch to support a balance of residential and industrial growth.

Policies

1. Seek a responsible balance of new jobs with new residences.
2. Promote expansion of public facilities and infrastructure to be financed by new development.
3. Seek resolution of policy conflicts regarding new development between the State Department of Housing and Community Development, the Regional Water Quality Control Board, the Air Resources Board and CalTrans.
4. Support the adopted Specific Plans for Southeast Antioch and East Antioch.

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5. Prevent expansion into environmentally sensitive lands and open space areas until it is warranted by lack of available space designated for development.
6. Maintain an inventory of vacant lands.

HOUSING SUPPLY GOAL

It is the goal of the City of Antioch to provide alternative housing environments to meet a variety of lifestyles and incomes.

Policies

1. Promote a variety of residential units including patio homes, townhouses, condominiums, manufactured homes, apartments and mixed-use developments.
2. Encourage development of estate and executive housing comparable with Central County.
3. Preserve area amenities through use of hillside policies, open space plan, environmental mitigation and design standards.
4. Encourage citizen participation and assistance in preservation and enhancement of parks and other amenities.
5. Ensure that condominium conversion policies provide a balance between home ownership opportunities and adequate rental stock.

HOUSING AFFORDABILITY GOAL

It is the goal of the City of Antioch to support measures to increase housing affordability.

Policies

1. Pursue available County, State and federal housing programs to the extent possible.
2. Provide incentive for development of elderly units.
3. Provide the opportunity for development of sufficient multiple-family housing to ensure affor-

dability of rental housing for all sectors of the population.

4. Support programs such as energy conservation which provide long-term benefits to consumers.

NEIGHBORHOOD CONSERVATION

It is the goal of the City of Antioch to help conserve, maintain and improve existing residential neighborhoods.

Policies

1. Support programs to conserve and rehabilitate housing stock.
2. Instigate programs to generate new investment in older areas.
3. Encourage infill development.
4. Establish the Rivertown District to stimulate preservation, reinvestment and new development.
5. Give special consideration to problems created by public and private actions in residential areas.

OPEN HOUSING GOAL

It is the goal of the City of Antioch to promote "open housing" opportunities regardless of age, sex, race, creed, color or other arbitrary factors.

Policies

1. Support efforts of City, State and federal agencies to eliminate discrimination in housing.
2. Pursue public and private sector opportunities to provide housing for special need groups.

HOUSING COST REDUCTION GOAL

It is the goal of the City of Antioch to identify, address and remove governmental constraints which may increase housing costs.

Policies

1. Review government actions and requirements which may increase housing cost without sufficient benefit.
2. Investigate and support concept of expandable units and other innovative measures to reduce housing cost.

SENIOR HOUSING GOAL

It is the goal of the City of Antioch to encourage the development of a variety of housing options for senior citizens in appropriate areas of the City.

Policies

1. The City should offer incentives for senior housing projects in areas of the City which offer special amenities such as easy access to public transportation, to neighborhood shopping areas, to senior citizens community centers, and to hospitals or convalescent homes.
 - The City may consider waiving or relaxing development or impact fees. Median impact fees alone can add an average of \$15 per month to rents.
 - The City may consider allowing up to a 100% increase in residential density over the otherwise maximum allowable density in exchange for the development of senior housing units tied to low- and moderate-income rents.
 - The City may consider relaxing residential parking requirements and other development standards for senior housing developments. Relaxation of residential parking and other requirements in these districts may decrease development costs and encourages the construction of senior housing units without causing significant impacts on available parking supply in the vicinity.
2. The City should plan for an additional Senior Center south of the freeway. The proposed

community park in the Southeast Area should be considered as a potential site for a senior center.

H. ECONOMIC DEVELOPMENT GOALS AND POLICIES

OVERALL GOAL

It is the goal of the City of Antioch to improve employment opportunities for local residents, stimulate business activity, diversify and strengthen the local economy, increase local revenues, and encourage additional investment in the community. The following specific goals and policies are directed at achieving these ends.

PROGRAM GOALS

It is the goal of the City of Antioch to develop and continually update an economic development plan that integrates elements of the City's administrative regulatory, financial and planning powers into a useful guide for the expansion and attraction of new industrial, commercial and office development.

Policies

1. Develop and implement an Industrial and Commercial Revitalization Program which integrates elements of the City's economic development and redevelopment program, community development block grant program and capital improvement program into a vehicle for City-wide economic development.
2. Develop and implement a community marketing program which identifies the City's economic strengths and targets prospective business groups that could best utilize them.
3. Collect, assemble and disseminate information regarding demographics, labor force characteristics, development availability and other factors relevant to businesses seeking to expand or relocate into the City.

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4. Establish a business outreach program aimed at enhancing communication between existing businesses and the City.
5. Assist in the structuring of financial programs and incentives to eliminate barriers to small business expansion. Participate in program of selective financial assistance targeted at business retention, expansion and attraction.
6. Prepare revisions to development regulations that would encourage more land efficient firms and provide clear, logical development and performance standards for industrial, commercial and service uses. Thoughtfully prepared development and performance standards would help create an image of quality in new development projects.
7. Develop and promote a strong public commitment to economic development with the intention of protecting existing businesses while encouraging new businesses to locate within the City.

INDUSTRIAL SECTOR GOAL

It is the goal of the City of Antioch to continue efforts to diversify industrial sector employment by planning greater emphasis on medium to small scale, non-polluting industry.

Policies

1. Reserve industrially designated lands primarily for activities which manufacture products or provide services to outside markets.
2. Pursue industrial expansion and relocation into the City with an emphasis upon labor intensive employment activities.
3. Provide industrial sites that are well located, appropriately sized, served by adequate utilities and well served by access routes linking them to the local labor force.
4. As a component of the Economic Development Program develop a plan, including the identification of public and private sector responsibilities, for development of industrial facilities.

RETAIL AND SERVICE SECTOR GOAL

It is the goal of the City of Antioch to provide employment opportunities and increase City revenues by expanding and maintaining diversity in Antioch's economic base and by focusing development efforts upon the retail and service sectors.

Policies

1. Encourage small and medium sized businesses within the community to expand.
2. Encourage the reinvestment and renovation of outdated commercial centers and their surrounding areas in order to preserve jobs, effectively utilize public infrastructure, prevent the out-migration of firms, reduce retail leakage and conserve scarce land resources.
3. Capitalize upon projected increases in retail and service sector employment by reserving adequate lands for employment center development and encouraging only quality development.
4. Encourage the concentration of commercial and office centers that can be more easily serviced than strip development.
5. Enhance sales tax revenues by strengthening Antioch's retailing to serve the needs of local residents and to attract shoppers from outside the City.

DOWNTOWN/WATERFRONT GOAL

It is the goal of the City of Antioch to foster the redevelopment of the downtown-waterfront area

(Rivertown District) as a community focal point in order to encourage economic growth while retaining the area's unique character and heritage.

Policies

1. Reinforce the unique character of the Rivertown area.
2. Encourage a reconcentration of pedestrian-oriented uses.
3. Assist in activities such as the Rivertown Jamboree that promote the institution of the Rivertown-waterfront area.
4. Examine existing City-imposed development fees with the intention of creating a development incentive program targeted at the Rivertown-waterfront area.
5. Explore incentives and innovative financial techniques aimed at encouraging private sector reinvestment.
6. Encourage the growth of recreation and tourism as part of Antioch's economic base by enhancing the City's potential to attract tourists through river-oriented activities, urban design improvements, promotion, development of visitor attractions and provision of a variety of overnight accommodations.
7. Identify and pursue changes in infrastructure, such as the A Street realignment, that would enhance the revitalization effort.
8. Provide for opportunities to create combined living and working environments where appropriate.

I. COMMUNITY IMAGE GOALS AND POLICIES

OVERALL IMAGE GOAL

It is the goal of the City of Antioch to preserve and enhance aesthetic and cultural elements that con-

tribute to the City's image of small town neighborhoods position at the gateway to the delta.

Background

The Planning Area's visual quality elements are portrayed on Figure 3-17. The term visual quality refers to the arrangement of such specific components as pathways, gateways, districts, landmarks, community edges, ridge lines and landmarks that creates Antioch's unique visual character. The design of future development projects can take advantage of some aspects of the community's image by enhancing positive features such as view corridors and ridge lines, while mitigating negative features such as views of industrial blight. The following are intended as a policy framework guiding the City's Design Review process and the application of more specific design guidelines expressed in current Specific Plans.

Community Design

The overall character of the community reflects Antioch's location as a residential community lying between the river and the foothills, with gently rolling to flat terrain predominating in developed areas. Recent and future growth has been and will be mostly in the hill and valley areas generally to the south of the Contra Costa Canal. Considerable alteration of natural land forms and construction on or near ridge lines appears to have occurred in recent years.

A number of community design characteristics define the design aspects of the Antioch area. Ridge lines appear along the entire southwest boundary of the Planning Area, from Somersville Road to the Higgins Ranch area, northeast of the Contra Loma/James Donlon Boulevard intersection, east and west of Hillcrest Avenue, and the area separating Lone Tree Way from Lone Tree Valley. Retention of these hillside areas can contribute to defining the scale and size of future neighborhoods.

Gateways define the boundaries between Antioch and neighboring communities. Major gateways ap-

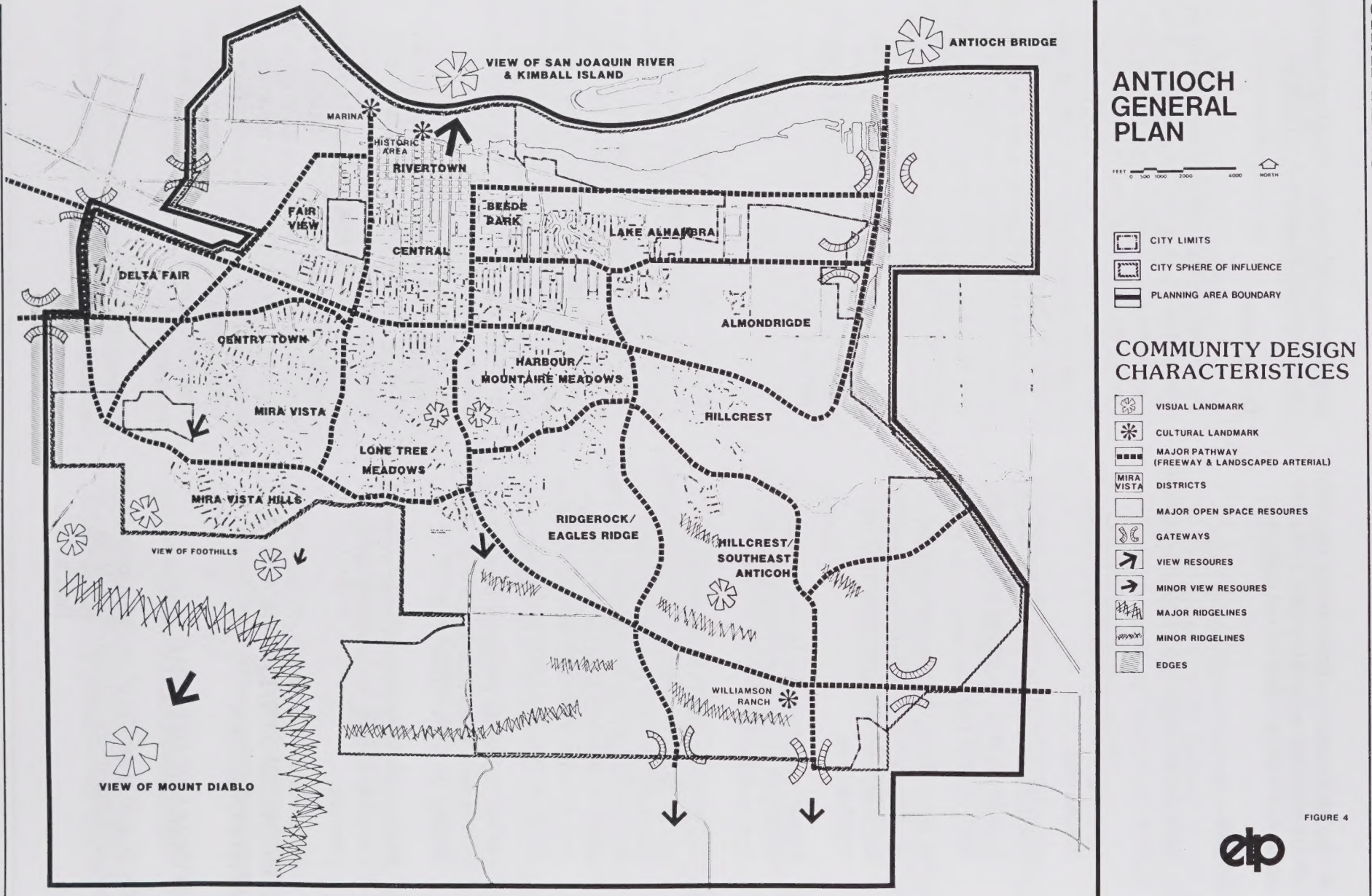


FIGURE 4



Figure 3-16. Community design characteristics.

pear on Figure 3-17. As development continues in the East County, and legal corporate boundaries stabilize, the need to identify and maintain gateways will intensify, if the identity and scale of the City are to be clearly defined.

Many major roads through Antioch provide views to both the hills and river, although recent development has reduced the quality of existing views. Views along utility easements also occur in several areas throughout the City. Several of these views corridors are not well defined by terrain or landscaping (e. g., Oakley Avenue), are littered and detract from the City's character (e.g., State Highway 4), provides examples of problems associated with scale of development (e.g., power lines and towers along Putnam near Gentrytown), or provide excellent examples of quality use of planting materials to focus views and provide a sense of direction (e.g., James Donlon Boulevard).

Entryways to the City, and within various areas of the City, exist in several areas, but more as opportunity sites than as part of existing conditions. The intersection of Big Break Road and State Highway 4, for example, is not currently an obvious gateway to the City, but could become more of one in the coming years as the general vicinity develops. A desire to identify Antioch in this area may be necessary, particularly in light of recent residential development in Oakley. This same condition exists at the intersection of Hillcrest Avenue and Lone Tree Way; the area is largely undeveloped now, but future development in the area could benefit from some form of notable activities or landmarks. Delta Fair Boulevard near Los Medanos College is another example of a location ideal for clear identification as an entryway to the community. Street trees along the boulevard could be concentrated or enhanced with additional plantings on vacant parcels near the City limits so that some demarcation is provided between Pittsburg and Antioch.

While the river and the southwestern hills remain as reminders of the past for both current and future residents, much of the other physical evidence of the community's past has vanished in the intervening years. Of particular note is the loss of residen-

tial and commercial structures over the years. These structures contribute to an understanding of the past in an obvious and tangible manner, and help shape the present (and possibly future) identity of the community.

The Antioch Historical Society (AHS) is currently renovating the old Carnegie Library building at the corner of Sixth and F Streets to continue to serve the community as a source of historical information. The library formerly located on the site was the first established in Antioch in 1917.

Civic Arts

Local government support of the Civic Arts in Antioch and elsewhere has been limited in the past, with reliance on State and federal government programs and private sector support as the leading proponents of the arts. Recently, however, local governments have taken a greater role in defining the level of support given to the arts.

The Antioch area is fortunate to have several groups that provide cultural and civic activities to residents and visitors. As a result of a common desire to better serve the community, a Civic Arts Commission was formed in 1986 to guide the development of the arts in the coming years. The City and the Civic Arts Commission have a unique opportunity to provide residents and visitors with a wide range of culturally enriching programs in the coming years, art exhibitions in public buildings, film festivals, and educational workshops.

COMMUNITY DESIGN GOAL

Require the highest standards of architectural and site design for all development projects, both public and private.

Policies

1. View corridors to the San Joaquin River, to distant hills and to local ridge lines should be preserved by prohibiting the siting of structures or landscaping that would block views from adjacent properties. Important view corridors to be protected are along Somersville



Figure 3-17
Distinctive city and neighborhood entryways.

Road, Contra Loma Boulevard, Lone Tree Way, Hillcrest Avenue and Highway 160. Key east-west corridors to be preserved are James Donlon Boulevard, Lone Tree Way, Putnam Way, Highway 4, Oakley Avenue and Empire Mine Road.

2. Views along utility easements should be retained and enhanced through the use of planting materials to frame and focus views and to provide a sense of orientation.
3. No structure should be located within close proximity of the creek or stream channel. Certain exempt improvements should be subject to design review approval pertaining to open space uses, recreation facilities, pools, docks, accessory structures, streets and driveways.
4. Edges, the visual boundaries between neighborhoods and adjacent communities, should be maintained to provide relief from urban sprawl and to reinforce neighborhood identity. Important edges to be enhanced include the waterfront near the downtown, the western edge between Pittsburg and Antioch, including the Delta Landing site, as well as Highway 4 on the east side of the City.
5. Key entryways into the City and neighborhoods should be delineated for clear identification through the use of landscaped setbacks and theme-oriented monuments (Figure 3-19). Some examples of entryways identified as important gateways are the intersections of Big Break Road and Highway 4, Hillcrest Avenue and Lone Tree Way, and Delta Fair Boulevard near Los Medanos College.
6. Where not constrained by security or safety concerns, utility easements should be developed as linkages between sections of the City through the provision of bikeways, pedestrian pathways as well as locations for passive recreation activities near residential areas.
7. The reinforcement of a small town atmosphere should be enhanced by emphasizing the differences between districts such as the downtown area, Lake Alhambra, Delta Fair, Gentrytown, Mira Vista Hills, Ridgerock and Hillcrest corridor areas. Differences in architectural themes, topography, site planning, distinctive landscape materials, street patterns and local features should be manipulated to provide distinctive assemblages of neighborhoods and villages.
8. A community street-tree planting plan should be adopted by the City to serve as a policy tool to guide landscaping plans in new residential subdivisions. The street-tree plan will identify heritage trees relating to the City's agricultural history, as well as plantings along major streets to link areas together. Other objectives would be to establish neighborhood identity and to provide energy conservation and property value benefits.
9. Local landmarks and views to them should be retained to promote a sense of orientation for an individual within the community. Important

landmark references are the Antioch Bridge, the County Fairgrounds, the old Antioch High School and the Contra Loma Reservoir.

10. The City should continue to implement Design Review Guidelines and should update the Guidelines on a regular basis. This tool provides direction for the design review process and ensures coordination between private and public developments, rehabilitation and beautification efforts.
11. Major public facilities, such as water tanks and pump stations, particularly those of visual prominence, should be located and designed so as to minimize negative visual impacts.

HISTORIC PRESERVATION GOAL

It is the goal of the City of Antioch to preserve historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of life in the City.

Policies

1. A survey of historic structures and landmarks should be completed. Identified historic elements should be preserved or rehabilitated to be consistent with historic significance, particularly in the downtown area.
 - City should consider formation of a Historic District.
 - City should maintain and implement the Downtown Design Guidelines.
 - City should adopt the historical building code.
2. The design of new structures, adjacent to historical resources, should reflect compatible themes, styles, colors, ornamentation, mass, height and building materials.
3. Local History, as a dominant theme in Antioch's community image, should be sup-

ported by such programs as local history components of Antioch's Unified School curriculum and the development of an oral history program under the aegis of the Historical Society, Los Medanos College, or through local community access television.

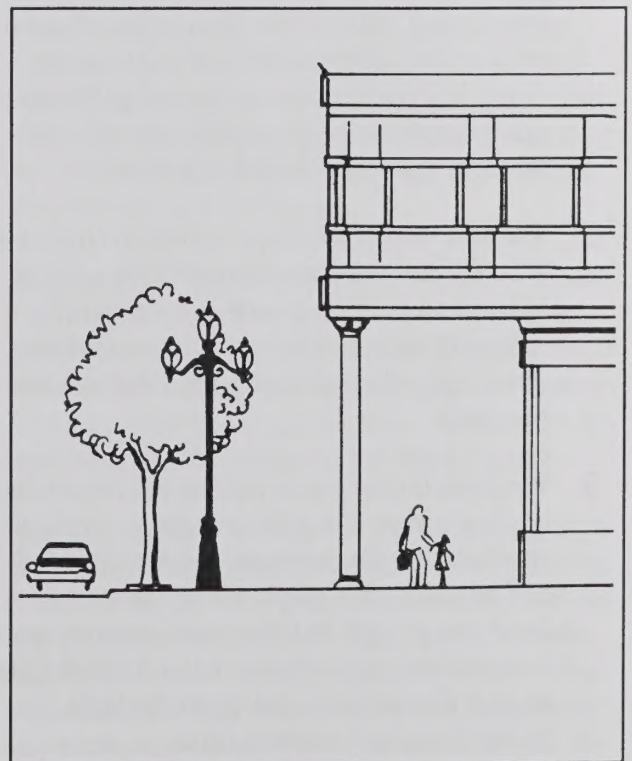
- Pursue the enhancement and availability to the public of the Williamson/Shannon Ranch Historical Landmark.

CIVIC ARTS GOAL

It is the goal of the City of Antioch to promote the arts throughout the community and to increase the role that the arts play in the lives of Antioch citizens.

Policies

1. The efforts of the Civic Arts Commission should be supported by the City and citizen groups to provide cultural and civic activities



*Figure 3-18
New structures and design features should reflect historic themes*

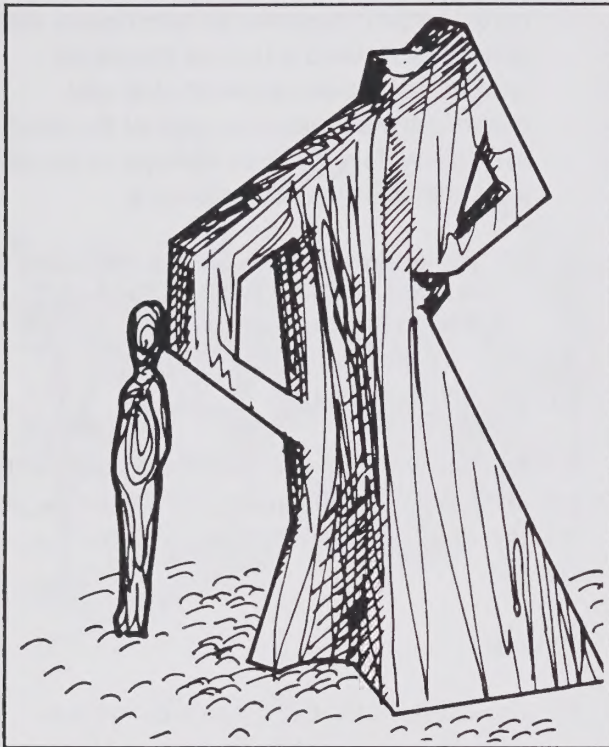


Figure 3-19
Wood sculpture in a neighborhood park.

to residents and visitors. Such activities as art shows, school competitions, public exhibitions, art in public places, musical performances, dance recitals, plays, film festivals and artists in residence should be promoted.

2. The City should develop funding mechanisms for civic arts programs through such sources as hotel taxes, fees on new development, redevelopment district tax increment income, grants and solicitation of gifts, donations and bequests.
3. Facilities for the arts should be developed, including a museum; gallery space; an outdoor amphitheater for community events, musical performances and plays; storage space for local arts groups; an indoor performance space to complement the theater in the Antioch Community Center; and work space for both professional and amateur artists.
- 4.

The City should encourage the eventual establishment of a Civic Arts Department to foster the arts in Antioch.

5. Private developers should be offered incentives to provide outdoor art in public places, in a variety of forms such as stationary and kinetic sculptures, commemorative plaques, statuary and murals.

J. RESOURCES MANAGEMENT GOALS AND POLICIES

OVERALL GOAL

It is the goal of the City of Antioch to conserve and enhance the unique natural beauty and irreplaceable natural resources of the community; to ensure the protection and enhancement of the river and the creeks, their adjoining natural beaches and shorelines, the aquatic and wildlife habitats and the natural topography, hillsides and watershed areas of the community; and to ensure the control of urban development within areas of cultural or historical value and natural physical hazards.

Background

Air Quality

The Antioch Planning Area has historically experienced one of the highest levels of air pollution of all Bay Area communities, due to the presence of industrial facilities along the shoreline and prevailing winds from the west and northwest, which carry pollutants from elsewhere in the region.

Should development exceed population and employment projections prepared by the Association of Bay Area Governments, air quality standards would be exceeded, resulting in further degradation of the air quality in the Planning Area. Opportunities do exist to reduce impacts via land use and transportation policies and programs aimed at reduction of private vehicle trip generation, but the City is constrained from eliminating

impacts because of the regional nature of air quality impacts. Further, measures typically identified to reduce air pollution, such as reduction of private vehicle trips, corresponding encouragement of public transit, and changes in familiar land use patterns, are often resisted because of a need to change behaviors and lifestyles.

Noise

The City of Antioch is exposed to noise from many sources, the most significant of these being due to transportation, specifically State Highway 4, major arterials and the railroads. State Highway 4 is presently the dominant factor in existing noise conditions. Planning in connection with noise-sensitive land uses (schools, hospitals, etc.) should consider the existing noise environment and its impact on the land use in question.

The potential for adverse community reaction to noise exists in areas adjoining roads which are presently handling low traffic volumes, but will experience dramatic increases if Antioch's growth dictates that these roads be expanded. An even greater change in the noise environment occurs when new roads are created to handle development in a particular area. The State Highway 4 Extension and the proposed expansion of Hillcrest Avenue are examples of this type of situation. Land use and traffic patterns for these areas could raise substantial noise concerns.

Endangered Species and Sensitive Habitats

There are a number of rare plant and animal species known to occur within or immediately adjacent to the Antioch Planning Area. There are five federal- and/or State-listed endangered species, one State-listed threatened species, and a number of species that are candidates for listing and/or of local concern as defined by State and federal agencies. In addition, there are unique habitat types within the Planning Area which support many rare species. The Antioch Dunes National Wildlife Refuge and the riverfront wetlands are two examples of unique and valuable natural habitats that occur within the Planning Area. The riverfront area along the San Joaquin River and

the hill and valley open space areas south of the urbanized portions of Antioch are the two general areas within the Antioch Area which support endangered species and sensitive habitats. Development trends have been and are continuing to move into these sensitive areas.

Future development in the Antioch Planning Area will be constrained by the need to preserve endangered species as required under the State and Federal Endangered Species Acts. Opportunities exist for development sensitive to resources in the hill and valley areas and along the riverfront, especially in areas adjacent to the regional parks southwest of Antioch, the Antioch Dunes National Wildlife Refuge, and riverfront wetlands.

Hazards

Flood Hazards. Areas subject to flooding in the Planning Area are relegated to areas along East Antioch Creek, West Antioch Creek, and between Contra Loma Reservoir and the San Joaquin River.

The Division of Dam Safety of the Bureau of Reclamation conducted a safety analysis of the Contra Loma Reservoir in 1983 and determined that safe performance of the dam can be expected under all anticipated loading conditions, including the Maximum Credible Earthquake and the Probable Maximum Flood events.

Fire Hazards. To the south of Antioch lie the uninhabited hills and mountain terrain of the Mount Diablo Range which are covered with grass, scrub and trees. The dry, hot climate coupled with steep topography and poor access make the hillsides an extremely high fire hazard in summer months.

Water Hazards. The Water of Contra Costa Canal, the Antioch Municipal Reservoir, Lake Alhambra, Contra Loma Reservoir and the San Joaquin River pose a natural hazard to the non-swimmer. Boating has become increasingly popular in the Delta region and the City should take every precautionary measure to ensure boating activities in the Antioch area are safe and free of unrecognized hazards.

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Hazardous Materials/Wastes. There are no programs at the City level to assure adequate protection from risks associated with hazardous materials and wastes. Several County programs have been initiated in response to recent State legislation, including the Hazardous Materials Release Response Plans and Inventory Program, the Hazardous Waste Generator Program, and the Underground Store Tank Program. Additionally, the County has formed a Hazardous Materials Commission to advise the County Board of Supervisors on hazardous materials/wastes issues. As the City of Antioch includes much of the industrial base of the County, these programs could benefit by City cooperation and participation.

The County Community Development Department is currently preparing the Contra Costa County Hazardous Waste Management Plan (CHWMP) pursuant to the Tanner Act, AB 2948. The CHWMP will serve as the primary planning document for hazardous waste management in the County. Within 180 days of State approval of the CHWMP, the City of Antioch will incorporate the applicable portions of the CHWMP by reference into this General Plan (per SB 477). The existing Goals of the CHWMP are listed herein; final goals and policies will be incorporated upon State approval.

- **Reduce hazardous waste generation to the maximum extent feasible and eliminate, to the extent feasible, hazardous waste disposal and the need for additional hazardous waste disposal sites.**
- **Establish a zero growth rate for hazardous waste generation which results in ultimate disposal, and limit the amount of hazardous waste annually disposed of in Contra Costa County to its current level.**
- **Establish a residential and small generator hazardous waste disposal program designed to ensure the safe and legal disposal of hazardous waste within the County.**

- **Utilize the full participation of the public in the planning for the management of hazardous wastes.**

Landslide Hazards. Landslides are concentrated mainly in the hillier western portion of the Planning Area, outside the present City boundaries. Most of the slides are along the south end of Somersville Road, in upper Markeley Canyon. Because of the relatively consistent northward sloping rock surfaces, north-facing natural or future cut slopes are of particular concern regarding slope stability. Shale bedrock will generally have the highest slide susceptibility while sandstone bedrock will have the least. The steeper hillside terrain in the southwest portion of the Planning Area is therefore the most appropriate for open space, parks and other recreational uses.

Subsidence Hazards. Subsidence hazards do not appear to be significant in the Antioch area, based on past experience, although increased heavy withdrawal of groundwater or extensive oil and gas production from the Brentwood Field (in the Lone Tree Valley Area) could result in measurable subsidence in the future. In addition, subsidence of peat-rich Delta deposits northeast of Antioch is known to have occurred in the past due to surface wastage (oxidation by exposure to air, burning of peat soils to destroy weeds and plant pests and wind erosion).

*Geology and Earthquake Hazards. The Planning Area bedrock geology is characterized by a series of northward tilted sedimentary formations. The major portion of the City itself is covered by the sedimentary bedrock formation of the Mount Diablo foothills.

Of the major earthquake faults in the Antioch Planning Area, only the Antioch Fault is considered active. The Antioch Fault is in the Alquist-Priolo Special Studies Zone that runs southeasterly through the north central part of the City. The Zone is established by State law to govern land use activities in areas of likely geologic activity. The fault appears to be a northern extension of the Davis Fault that runs east of the City. Literature

* NOTE: The Antioch Fault was removed from the State's list of Alquist-Priolo Special Studies Zones on July 1, 1993.

suggests that this fault produced a Richter Magnitude 4.5 earthquake on September 10, 1965 epicentered about one-half mile southwest of Antioch.

Open Space and Conservation

Antioch has a variety of local and regional recreational facilities and resources. The City's Parks Commission has recommended a set of priorities for park development in the City. First priority is to complete improvements at neighborhood parks that have been acquired but not fully developed. Second priority is to acquire a community park site.

Much of the area surrounding the developed portion of the City is in agricultural/ranch uses, predominantly for planted crops or grazing. The highest quality agricultural soils are located east of the City, and much of this area is planted in orchards, row crops and vineyards. Numerous agricultural/ranch preserves have been established south of the City, where rangeland is the predominant agricultural/ranch use.

The agricultural land in the Antioch area is a valuable resource and should be retained in current use for as long as possible, while build out of the City proceeds. The most significant conflicts between agricultural/ranch and urban uses will occur on the east side of the City, where the flat terrain provides good development potential on the highest quality agricultural soils in the area. Reduction of non-contiguous development will help avoid premature conversion of agricultural/ranch uses.

There is no land within the Antioch planning area utilized for timberland production.

The Antioch area has a great many opportunities for integrating special open space qualities into the character of the urban environment. The open vistas toward the hills to the south and the recreational opportunities along portions of the waterfront could both be important focal points for the development of public and private community facilities.

AIR QUALITY GOALS

It is the goal of the City of Antioch to maintain and enhance the air quality of the community.

Policies

1. Adhere to federal, State or regional air quality standards, whichever is more stringent, for local pollutants of concern.
2. Review proposed projects for their potential to impact air quality conditions and generation of hazardous air pollutants.
 - **Require Best Available Technology to mitigate air quality impacts.**
3. Separate air pollution sensitive land uses, such as residential areas and sensitive receptors, from major sources of air pollution, including point sources, such as manufacturing facilities, and major arterial roadways and freeways.
4. Coordinate air quality planning efforts with other local, regional, State and federal agencies.
5. The City should require that the Bay Area Air Quality Management District (BAAQMD) monitor carbon monoxide, hydrocarbons and particulate emissions by local industry, traffic and residences, and the City will assist the BAAQMD in the enforcement of limits on these pollutants.
6. The City should continue to require developers to minimize the generation of particulate emissions during construction of projects by a program of periodic watering of exposed earth surfaces during soil disturbing activities, and other dust control measures.
7. The City should require developers of large residential and non-residential projects to participate in programs and to take measures that would improve traffic flow and/or reduce vehicle trips resulting in decreased vehicular

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air pollutant emissions. These efforts could include, but not be limited to, the following:

- **Provision of transit improvements and amenities, including dedicated bus turnouts and sufficient rights-of-way for transit vehicle movement, bus shelters at appropriate locations along transit routes and pedestrian access to transit from walled development.**
- **Provision of bicycle and pedestrian facilities, including bicycle lanes and pedestrian walkways connecting residential areas with neighborhood commercial centers, recreation facilities, and schools and other public areas.**
- **Contribution of off-site mitigation, including in-lieu fees to local transit districts which could be used for maintenance and/or upgrade of transit vehicles and for support of ridesharing programs.**
- **Requirements for industrial and commercial tenants to participate in a ridesharing program that would include preferred carpool parking, discounted transit passes and on-site sale of transit passes, as well as participation in alternative work scheduling that would include staggered work hours and job-sharing.**

NOISE GOAL

It is the goal of the City of Antioch to protect public health, safety and welfare against the adverse effects of excessive noise and reduce or maintain ambient noise levels in all parts of the City.

Policies

1. The City should encourage land use planning consistent with the existing and future noise environment and promote land use patterns in which noise-sensitive projects and residences are separated from major noise sources. Appendix 'C' shall be utilized in evaluating land use compatibility in relation to the noise en-

vironment. Short-term and long-term noise control measures should be formulated in a manner compatible with community needs and expectations.

2. Noise regulations and standards should be developed in conformance with the findings of the General Plan. They should reflect the intent to consider noise in the decision-making process by recognizing the need for noise mitigation in municipal activities.
3. The City should join adjacent jurisdictions and other agencies involved in noise mitigation in a cooperative effort to lessen adverse impacts and reduce noise incompatibilities across city boundaries.
4. There should be an on-going effort to evaluate noise levels in Antioch and integrate the resulting data into the planning process.
5. The City should consider noise impacts when evaluating proposals for new transportation facilities such as streets and highways and work with transportation agencies and/or companies to limit adverse noise impacts. Although aircraft noise is not presently a significant noise problem, the City should monitor the situation closely and evaluate the adverse effects of operational changes and utilize the resources of those agencies having jurisdiction over aircraft noise.
6. The City should encourage State inspection and enforcement of noise standards for motor vehicles including those involved in public transit.
7. The impact of point sources of noise should be minimized. In many cases, this can be accomplished by limiting the hours of operation of such sources to the daytime (7:00 a.m. to 7:00 p.m.) when the community will tolerate higher noise levels.
8. The City should consider the use of noise barriers to mitigate noise problems that cannot be reduced at their source. Masonry walls are the

most common form of sound barrier, but more natural and aesthetically pleasing barriers such as dense vegetation combined with berms may also be effective.

9. The California Noise Insulation Standards (Title 25) should be enforced by the Building Services Department. Single-family and multi-family dwellings, hotels and motels located within 60 CNEL contours require an acoustical analysis showing that interior levels will not exceed 45 CNEL. This should be submitted as early in the design review process as possible, preferably prior to finalization of plans and submittal of development applications.
10. The City should conduct an educational campaign to inform the public of the consequences of noise and the actions each person can take to help reduce noise. The City should provide, if appropriate, educational material, group presentations, news releases, studies and reports to raise public awareness of the adverse effects of noise.
11. The background ambient noise level for outdoor living areas, defined as backyards for single-family homes and patios for multi-family units, shall not exceed 60 CNEL.
2. The City, through the Design Review Board and the Planning Commission, should require that new development projects include features and design characteristics which protect sensitive habitat areas, including liberal use of natural open space areas in the hill and valley areas to the south of the urbanized area.
3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on wildlife habitats.
4. The City should preserve stream beds and channels in their natural state, except where needed for flood and erosion control.
5. The City should require revegetation of creek and stream banks with species characteristic of local riparian vegetation, where construction requires creek bank alteration.
6. The City should require the preservation of any existing oak woodlands within the Planning Area. Where woodlands occupy slopes that otherwise could be graded and developed, the City should encourage the transfer of the allowable density to other parts of the site.
7. The City should consider the removal of individual oak trees on a case-by-case basis through the project review process.
8. The City should act to identify and preserve heritage trees throughout the Planning Area.
9. New developments should be required and maximize the use of drought tolerant plant species. Wherever possible, plans for undeveloped open areas should incorporate features which preserve, protect and reestablish native vegetation, including California oaks indigenous to the area.

ENDANGERED SPECIES AND SENSITIVE HABITATS GOAL

It is the goal of the City of Antioch to preserve the natural and human-made resources of the Planning Area including those natural habitats which support rare and endangered species of plants and animals.

Policies

1. Consideration should be given to setting aside natural preserves on the San Joaquin Riverfront, in wetlands, streamsides, streambeds, and hillside areas to protect habitats of essential, rare and endangered species of plants and animals and to provide areas for educational and research purposes.

GEOLOGY AND HYDROLOGY GOAL

It is the goal of the City of Antioch to permit development in only those areas which are relative-

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ly safe from unexpected seismic activity and hazardous geological conditions.

Policies

1. The City should prohibit development in those geologically hazardous areas which, by their very nature, would cause extensive loss of life, injuries, property damage and endanger the distribution of public utility services.
2. The City should strive to eliminate code violations, through rehabilitation or demolition, in existing structures within the community which do not meet the Uniform Building Code requirements for seismic zones and which can be accomplished with only minimum economic disruption.
3. The City shall require special geologic, seismic or engineering investigations for all proposed structures in areas within those zones transected by the Antioch fault or located elsewhere in the Alquist-Priolo Study Zone. No development shall be allowed in setback areas as specified by a geologic study.
4. The City should protect its natural areas by limiting development in those areas, which due to adverse geological conditions and/or possible extensive surface drainage problems, will be hazardous to the overall community and to those who will inhabit the area.
5. The City shall require the developer to provide pertinent information on geological and seismic characteristics relative to the area in which development is attempted. If the area appears to have some questionable aspects with regard to geological and seismic hazards, this information shall be forwarded to the prospective buyer by the developer.
6. Although the nature of the geological formations and the history of earth shaking intensities appears to preclude any massive seismic hazard to low density residential development, adequate codes and controls with special safety provisions shall regulate the construction of structures which are designed to house the sick and elderly or buildings used for large public assemblies including, but not limited to schools, theaters, hospitals and auditoriums.
7. Adequate measures should be developed to safeguard the public from seismic hazards associated with high voltage transmission lines, caustic and toxic gas and fuel lines and inflammable storage facilities.

HAZARDS GOAL

It is the goal of the City of Antioch to provide to its citizens an environment that is reasonably safe from unrecognized hazards and unexpected disaster. This includes minimizing risks to life and property due to seismic activity, landslides and other non-seismically induced geologic or fire hazards within the Planning Area.

Flood Hazards

1. The City should prohibit all development within the 100-year flood zone unless mitigation measures which meet the Federal Insurance Administration criteria are provided.
2. The City should develop, maintain and inform the public of an evacuation procedure in the event of failure of the Contra Loma Reservoir Dam or the Antioch Municipal Reservoir Dam.

Fire Hazards

3. Provide for the highest quality of fire, police and health protection possible for all Antioch residents.
4. Reduce the potential of harmful fires throughout the community by making every effort to control all fires at their source and by careful land use planning, zoning and construction practices.
5. Provide adequate supplies of water at appropriate locations for fire suppression.

NOTE: The Antioch Fault was removed from the State's list of Alquist-Priolo Special Studies Zones on July 1, 1993.

Water Hazards

6. With respect to the restricted channels and waters of Contra Costa Canal, the City of Antioch should encourage and support the CCWD in establishing safety preventive measures.

Hazardous Materials/Wastes

7. Improve coordination with the County Health Services Department's program to regulate underground storage of hazardous materials (per AB 2239, Sher., 1985).
8. Maintain copies of the hazardous materials inventories for businesses within the City or otherwise ensure adequate access to the information collected by the County Health Services Department pursuant to AB 2185 and 2187 (Waters, 1985, 1987).
9. Assist the County as requested in inspection, monitoring and education of hazardous waste generators, particularly large industrial sources, in the City of Antioch.
10. Coordinate Fire Department personnel training and response in emergencies involving hazardous materials with implementation of the County's Hazardous Material Release Response Plans and Inventory Program.
11. Initiate educational programs directed at sellers, purchasers, users, transporters and disposers of hazardous materials. Utilize information compiled by the Hazardous Materials Commission on proper hazardous materials/waste handling and disposal.
12. Encourage substitution of less hazardous products to minimize generation of hazardous waste.
13. Increase public involvement in hazardous material/environmental health issues, planning and decision-making.

14. Continue to coordinate monitoring and cleanup actions with County and State agencies.
15. Continue participation in the Task Force with County and State agency staff for remediation of the GBF landfill site.

Subsidence Hazards

16. The City should discourage the withdrawal of groundwater or other substances which may create subsidence, landslides, and/or cracking of the ground surfaces.

Landslide Hazards

17. The City should prohibit the construction of any structure intended for human occupancy in any landslide prone area unless geologic investigation and/or project mitigation measures demonstrate a low level of acceptable risk at the site.

OPEN SPACE AND CONSERVATION GOAL

It is the goal of the City of Antioch to enhance the livability of the urban environment by providing parks for residential neighborhoods, preserving natural, historic, scenic and other open space resources, and meeting the open space and recreation service needs of community residents.

Policies

1. The City should encourage the full utilization of permanent open space areas for such uses as bicycle paths, hiking and equestrian trails, picnic facilities, golf ranges, etc., that would provide for the maximum public enjoyment of these areas.
2. The City should develop and maintain standards for the development of hillside areas, utilizing natural contour grading and adequate open space requirements, in order to preserve the natural topography, character and amenities of each area. Natural contour grading allows for the use of cut and fill operations

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which accommodate the natural contours of the land. Building pad elevations should reflect the natural contour of the hillside to the greatest extent possible.

3. The City should secure and endeavor to develop and maintain the shoreline of the river in a manner that will ensure its availability for public use and enjoyment. Proposals for the construction of anti-erosion structures, off-shore docks, or future marinas, should be examined in light of this policy.
4. The City should require or provide an organized system of parks and recreational facilities, including playlots, mini or vest pocket parks, neighborhood parks, community parks and special use facilities conveniently located to serve all residents in the community.
 - Where feasible, parks should be located adjacent to school sites.
 - The City should design and improve a sports complex/community park on the Contra Loma Regional Park site.
 - The City should require new development to finance the construction of a community park in the Southeast Area that could include such facilities as a pool complex, community center building, library, amphitheater, tennis complex, playfields
5. The City should develop, preserve and enhance areas of scenic interest and determine methods to protect key scenic corridors and routes.
6. The City should continue to develop and strengthen measures which will require developers to dedicate a reasonable amount of land as permanent open space or provide in lieu fees for the acquisition of property appropriate for open space use and active park use.
7. The City should develop a Master Plan for park and recreational needs which will designate specific locations for park sites throughout the community and determine the method and procedures for acquiring, improving, designing and maintaining such sites. New development should be required to fully improve park sites as part of their development or pay a fair share of such improvement.
 - The City shall require landscape maintenance districts for new development to maintain parks and open space areas.

and other uses deemed appropriate for the site.

K. HAZARDOUS MATERIALS MANAGEMENT

INTRODUCTION

This chapter provides goals and policies concerning the location and operation of facilities which use, generate, or dispose of hazardous materials. For purposes of this element, the following definitions shall apply: Hazardous Materials shall refer to those substances or combinations of substances which may cause or significantly contribute to an increase in mortality or serious illness or may pose a substantial present or potential hazard to human health or the environment if improperly managed. Small facilities shall be identified as those which generate no more than 1,000 kilograms of hazardous waste per month (approximately 2,200 pounds of solid or 275 gallons of liquid waste per month, e.g., uses such as service stations) large facilities shall routinely produce waste in excess of this amount, and processors shall include those facilities which treat, recycle, transfer, incinerate, store, or otherwise aid in the disposal of hazardous waste.

OVERALL GOAL

It is the goal of the City of Antioch to minimize the negative impacts that the existence of hazardous materials facilities could have on adjacent land uses and the greater community.

SOURCE REDUCTION GOAL

It is the goal of the City of Antioch to reduce the amount of hazardous materials used and produced by local businesses so that the need for treatment, recycling, transfer, and/or disposal of hazardous wastes is minimized.

Policies

1. New or expanding hazardous material users shall be required to reduce the amount of hazardous waste generated.
 - A waste minimization/management plan shall be submitted with any use permit application for a new large facility or the expansion of an existing large facility which will create additional hazardous wastes. This plan shall be reviewed by the City and the County Health Services Department for completeness, applicability, and probable success.
 - Existing large facilities shall be encouraged to prepare waste minimization/management plans.
 - All new large hazardous waste-producing facilities shall be required to provide on-site treatment or recycling of wastes generated to the maximum extent feasible. This will mini-

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mize the amount of hazardous waste that must be transferred off-site for treatment and/or disposal.

- All waste generators shall be required to recycle the hazardous wastes that they generate to the maximum extent feasible.
2. Incentives and other methods shall be used to encourage a reduction in the amount of hazardous waste generated.
- Educational and technical assistance shall be provided to all hazardous material users/generators to aid their source reduction efforts (e.g., encourage the substitution of less hazardous products and modifications to operating procedures). These services shall primarily be provided by the County's Waste Minimization Program.
 - Financial incentives may be established to help minimize the use/generation of hazardous materials. These incentives may include grants and low interest loans and the County Health Services Department shall act as the main information source and primary provider of these funding mechanisms.
 - Hazardous material users/generators who meet

or exceed their source reduction goals shall be officially commended by the City for their achievements.

- Facilities which fail to meet minimization objectives shall be liable for financial penalties. These funds shall be placed in a revolving account held by the City and shall be used to finance education and emergency services efforts.

FACILITY SITING GOAL

It is the goal of the City of Antioch to ensure that hazardous materials facilities are sited so as to minimize negative impacts on surrounding land uses and the greater community.

Policies

1. Hazardous material facilities shall be located in areas reserved for compatible uses.
 - Large hazardous waste generators and processors shall be allowed only in areas designated for "Heavy Industrial" use. Smaller generators (e.g., service stations) may be sited in light industrial and commercial areas as well, upon review and approval by the City. Acceptability will be determined by the types and amounts of

hazardous materials involved and the nature of the surrounding area.

- All operations handling hazardous materials shall require a use permit to ensure compatibility with adjacent uses.
2. Adequate siting criteria to determine appropriate locations for hazardous material facilities shall be developed.
 - The City of Antioch Zoning Ordinance shall be amended to include a section on "Hazardous Materials". This section will outline the siting criteria used for various facilities, the materials to be submitted for City review, and the procedure for use permit approval.
 3. Hazardous waste processors shall be permitted based on their relative need in conjunction with the "Fair Share" approach to facility siting contained in the County Hazardous Waste Management Plan.
 - A need assessment shall be required as part of the use permit application for a waste processor. It must be demonstrated that a facility is serving a need that cannot be better met in any other manner (e.g., source reduction) or at any other location.
 4. Pipelines and other channels for hazardous materials shall be carefully reviewed so that potential impacts are lessened.
 - Proposed hazardous waste facilities processing materials similar to those treated or stored at an existing facility within the County shall be discouraged, unless the need for such a facility can be adequately demonstrated.

PUBLIC EDUCATION/OUTREACH GOAL

It is the goal of the City of Antioch to explain the need to reduce hazardous wastes to the public and to present workable alternatives to all users of hazardous materials.

Policies

1. New large hazardous material users and/or processors shall maintain communication lines with the community.
 - Each new large facility shall be required to establish a Communication and Information Panel and it is recommended that existing facilities do the same.
2. Public awareness of hazardous materials shall be increased.
 - Educational materials and programs shall be developed in conjunction with the County Health

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Services Department to inform the public of hazardous waste issues.

- The public shall be made aware of the various uniform symbols used to identify hazardous wastes.
 - The City's household hazardous waste collection program shall be continued and possibly expanded to handle additional waste products.
 - All programs regarding hazardous waste minimization, recycling, or other source reduction issues shall be given increased promotion.
 - City staff participation in County education/outreach efforts (e.g., Household Hazardous Waste Committee, Waste Minimization Task Force) shall be continued.
3. Funding for information services shall be primarily the responsibility of the County Health Services Department, with other government and/or private sector funds sought out to supplement the County's efforts.

HEALTH AND SAFETY GOAL

It is the goal of the City of Antioch to minimize the health and safety concerns associated with hazardous materials.

Policies

1. Hazardous material facilities shall be located at a sufficient distance from populated areas to reduce health and safety impacts.
 - A Risk Assessment Study shall be required for all hazardous waste processors and large generators, as part of the use permit application. This study will determine a facility's expected health impacts on surrounding areas.
 - A 2,000-foot buffer zone shall be required around all new hazardous waste processors, within which no residences, schools, hospitals, and other immobile populations existing, proposed, or otherwise indicated on the General Plan shall be located, unless evidence is presented in the Risk Assessment Study that a larger buffer zone is necessary.
2. Adequate measures shall be taken to ensure that provision is made for emergency response to all crises involving hazardous materials.
 - Emergency response plans shall be required for all hazardous waste processors and large generators and shall be submitted as part of any required use permit application.

- Employees of all facilities shall be trained in emergency procedures and acquainted with the hazardous materials involved in the facilities' operations and their health effects.
 - A tax in an amount up to ten percent (10%) of a hazardous waste processor's gross receipts may be collected for emergency services, as permitted by AB2948 (Tanner).
 - Financial penalties imposed on facilities which practice unsafe operating procedures shall be used to bolster local emergency response services.
 - The City shall coordinate all emergency response efforts with the County Office of Emergency Services.
3. The transportation of hazardous materials through the City of Antioch shall be conducted in the safest possible manner.
- Hazardous Material Carrier Routes shall be formally established within the City of Antioch's Planning Area to direct hazardous waste transporters away from populated and other sensitive areas.
 - All processors and new large generators are restricted to access only on an established Hazardous Material Carrier Route.
- Hazardous waste processors shall be located as near to waste generators as possible, in order to reduce the need for waste transport.
 - Transportation analyses shall be required for all new large generators and processors to determine the effect of each facility on the traffic system and assess safety impacts associated with hazardous material transport to and from the site.
 - The parking of vehicles transporting hazardous materials on City streets shall be prohibited.
 - New pipelines and other channels carrying hazardous materials shall avoid residential areas and other immobile populations to the greatest extent possible.
4. Hazardous materials facilities within the City's Planning Area shall be operated in a safe manner.
- The City shall undertake inspections of hazardous materials facilities should the need arise (e.g., unauthorized discharges into the City's sanitary sewer system)

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and shall assist the County Health Officer and the State Department of Health Services in their inspections as required.

- Water, sewer, and emergency services shall be available to all hazardous material facilities. Properties located within the City's Planning Area must first annex to the City before necessary services can be provided.
5. Appropriate design features shall be incorporated into each facility's layout to increase its safety and minimize adverse effects on health.
- All facilities shall have engineered structural design features, to include spill containment and monitoring devices.
 - Pipelines and other hazardous waste channels shall be properly designed to minimize leakage and above ground pipelines must be completely surrounded by spill containment basins.
 - Underground storage of hazardous materials shall be preferred, unless project review proves this unfeasible.
 - Facilities shall be designed to minimize any

additional noise impacts on the surrounding area.

- Hazardous materials storage areas should be located as far from existing pipelines and electric transmission lines as possible.
6. Clean-up of the GBF landfill and other contaminated sites shall remain a top priority.
- The City shall strongly urge the County Health Department and all responsible agencies and parties to complete the clean-up of the GBF site as rapidly and thoroughly as possible.
 - City staff will continue to participate in the Task Force with County and State agency staff for remediation of the GBF site.

MONITORING GOAL

It is the goal of the City of Antioch to monitor the success of its hazardous materials management effort and make modifications as necessary.

Policies

1. The City shall maintain data regarding the use/generation of hazardous materials.
 - Data received and generated by the County on hazardous material use/production shall be forwarded to the City of

Antioch for its own recordkeeping.

- A system for maintaining and reviewing this data within the City shall be established.
 - The City shall consider a survey of hazardous waste users/producers in order to determine the completeness of the County's data and establish baseline figures to be used in assessing the success of hazardous material goals and policies.
2. Information regarding the use/generation of hazardous materials shall be reported periodically to the City Council, Planning Commission, and general public.
 3. The Hazardous Materials Management Element shall be reviewed annually to assess its completeness and success with changes to the Element made as necessary.

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CHAPTER 4 LAND USE AND TRANSPORTATION PLAN

INTRODUCTION

The term General Plan is usually used in reference to the land use and circulation map. This usage is accurate in that the land use and transportation plans reflect a physical collage of all the goals and policies from each of the plan's elements.

This section defines the land use classification system employed for the Plan, as well as further explaining the transportation improvements recommended in the Plan. Finally, this chapter focuses on particular areas of the City that require a more detailed policy direction guide for their development or redevelopment.

A. LAND USE DESIGNATIONS

The planned land uses for all property within the City's Sphere of Influence are depicted on the General Plan Land Use Map. The official copy of the General Plan Land Use Map is maintained on file in the Department of Development Services. The land use designations reflect the goals and policies of the General Plan.

For purposes of determining unit yields in the different residential designation, the density referred to is based upon a gross developable acre. Gross developable acreage means the total land area within the legal lines of a property. This excludes all existing public and private rights-of-way. However, all new public or private rights-of-way created as part of a given development are not excluded in determining the gross developable acreage of that development. This applies only to new rights-of-way, and not to rights-of-way existing at the time development is desired. In terms of schools and parks that may be required from a parcel at the time of its development, if the density yields from the school or park site are included in the developmental unit yield, no further compensation shall be required for the park or school site.

Appendix A provides typical assumed levels of development intensity of each land use designation.

RESIDENTIAL USES

Estate Residential

This category is planned for areas which are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one-half acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the *Estate Residential* land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as smaller street widths, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna and visual prominence are often found on lands with the *Estate Residential* designation and may make development of these areas extremely sensitive and could require creative and

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imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities which should be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level which serves as an appropriate transition between urban and non-urban environments.

Development in this category is limited to a maximum of two (2) units per gross acre. Units should be clustered on land that is relatively flat and no development should occur on slopes exceeding 20%. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity which increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

Rural Residential

Up to 2 dwelling units per gross developable acre. Development in these areas is anticipated to be carefully designed to provide large, custom-built homes on large lots. The intent in this district is to provide for homes in close proximity to urban services which also incorporate many of the characteristics of residential development on the urban fringe, including deep front setbacks, maintenance of existing grade and vegetation. Lot sizes will depend on topography and surrounding land uses, but should generally conform to a minimum of one unit per one-half acre lot.

This land use category is typified by half-acre residential lots.

Low Density Residential

Up to 4 dwelling units per gross developable acre. In these areas development generally ranges from two (2) to four (4) dwelling units per gross acre and is anticipated to be characterized by typical subdivision development having 8,000 to 10,000

net square foot lots on level terrain with no or relatively few geological or environmental constraints. Other housing types and lots may be allowed as part of a planned development process.

Medium-Low Density Residential

Up to 6 dwelling units per gross developable acre. In these areas development generally ranges from 4-6 dwelling units per acre and is generally characterized by typical subdivision development having 6,000-7,000 net square foot lots on level terrain with no or relatively few geological or environmental constraints. Other housing types and lots may be allowed as part of a planned development process.

Medium Density Residential

Residential densities in this category range from six (6) to ten (10) dwelling units per gross developable acre. It is anticipated that development in these areas will be characterized by attached single-family and multi-family units, such as garden apartments and townhomes. Develop-

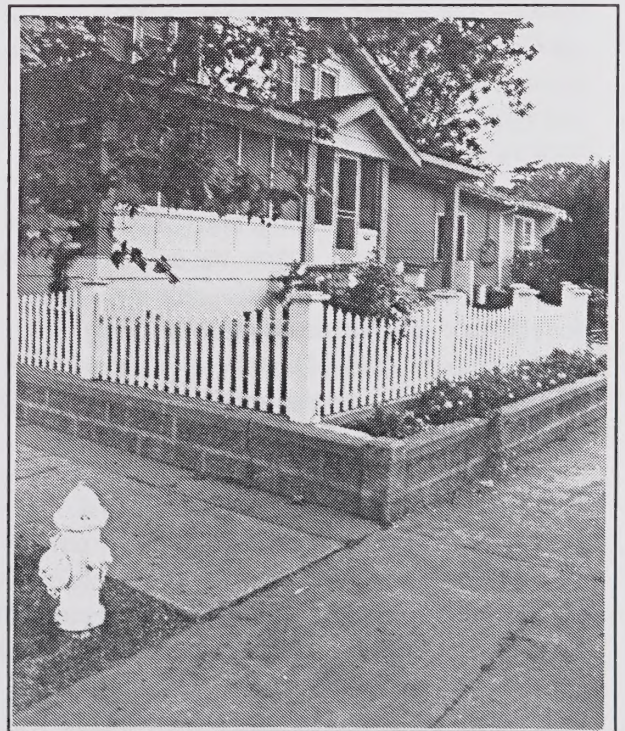


Figure 4-1
Older residential neighborhood, near the Downtown.

ment in these areas can be expected to be a maximum of two (2) stories and include generous amounts of public or open space for active and passive recreational uses.

High Density Residential

Residential densities in these categories are up to twenty (20) dwelling units per gross developable acre for High Density Residential.

This density is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible.

This designation is intended primarily for multi-family dwellings. The permitted number of housing units will vary, depending on topography, environmental aspects of the area, geologic constraints, existing or nearby land uses, proximity to major streets and public transit, and distance to shopping districts and public parks. Higher densities will be allowed where measurable community benefit is to be derived (i.e., provision of needed senior housing or low — and moderate — income housing units), where infrastructure, services, and facilities are available to serve the increased density and where the effects of the increased density will be compatible with the major goals of the General Plan.

COMMERCIAL USES

Convenience Commercial

This designation is used to include small scale retail and service uses on small commercial lots, generally 1 to 4 acres. Total space would range from about 10,000 to 40,000 square feet. Typical uses may include convenience markets, limited personal services and service stations.

This designation is often located on arterial or collector roadway intersections in otherwise residential neighborhoods and, thus, requires that adequate surface parking be included to ensure against any potential circulation difficulties affecting adjacent residences. Design features should be

included in these centers to ensure that convenience commercial developments are visually compatible with and complementary to adjacent and nearby residential and other less intensive uses. Careful attention should be paid to the potential impacts of these uses on nearby uses, including traffic circulation, noise, light and glare, etc. The type and function of uses in convenience commercial areas should be neighborhood serving and should be carefully examined to ensure compatibility with nearby uses.

While some areas may be designated on the Land Use Plan for convenience commercial, this does not preclude other areas from being zoned for such a use provided the above parameters are adhered to through adopted performance standards. Such a rezoning would not require a General Plan amendment.

Neighborhood/Community Commercial Center

The intent of the Plan is to service new residential areas in an efficient manner by avoiding the creation of new strip commercial areas and preventing an over-supply of retail space in the market area at any one time. Toward this end, the Plan designates major commercial nodes of activity based on an economic evaluation of the market. Each area with this designation may represent an aggregate of parcels around an intersection, and the development of free standing uses or small street groupings within the proximity of the main center(s) would be consistent with the Plan.

The common denominator within this designation is that each commercial node will have sufficient acreage to accommodate one or more neighborhood or community centers. A commercial shopping center is a group of commercial uses planned and developed as a unit and related in its size and type of shop to the trade areas it serves. A neighborhood area typically ranges from 30,000 - 100,000 square feet of floor area on about 3 to 10 acres while a community center may range from 100,000 - 250,000 square feet on 10 acres or more. Both center types are anchored by a major supermarket and/or drug store. Typical uses may include restaurants, service stations, personal and

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business services, banks, etc. Because of its broader service area, a community center may contain additional uses, such as apparel, appliances and hardware. Because of size, a neighborhood center would typically locate at the intersection of a collector and arterial. A community center is more likely to be found at major arterial intersections.

Typical spacing between Community Commercial Center groupings should be approximately 1.5 miles, with approximately 1 mile between Neighborhood Commercial. Exact spacing would depend on the nature and density of nearby development, and on the location of major roadways.

In order to protect the viability of sound commercial markets and assure the timeliness of new shopping centers, the developer should be required to provide the City with an independent market analysis at the earliest processing stage of an application.

Regional Commercial

The area designated *Regional Commercial* includes the Country East Mall and surrounding commercial centers. It is anticipated that for the duration of the planning period for this Plan, efforts should be made to consolidate this area as the regional commercial center of Antioch. Development that would encourage drawing regional commercial sales away from this area should be discouraged.

Service Commercial

This is a non-specialized commercial designation intended to permit miscellaneous commercial uses, including strip commercial and freestanding commercial or business establishments. Since the *Service Commercial* designations are found adjacent to major travel corridors, primarily the Highway 4 corridor and East 18th Street, there may be a great deal of variation in the size of individual developments since lot sizes and shapes in these areas are often irregular. Uses are generally oriented toward “highway” or “travel” related

functions, such as automobile service stations, restaurants, markets, entertainment, motels and motor inns, and other uses with a special need to be close to or visible from the adjacent travel corridor.

Mixed Business District

This designation is intended to allow retail, office and residential uses to exist in a compatible manner. It is largely intended for older, established areas that are experiencing a transition of uses, such as East Sixth Street and “A” Street. This designation will require design guidelines that blend new uses in with the predominant character of an area. This may necessitate special standards for setbacks, signs and parking. The intent is to allow uses that will not contribute to furthering of a commercial strip pattern (i.e., fast food, convenience markets and other businesses that rely on high volumes of auto traffic). A property with the *Mixed Use* designation does not have to include residential uses.

Office

The primary uses allowed in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on the borders of residential neighborhoods because it is not intrusive.

Rivertown

The intent of this designation is to recognize the unique characteristics and opportunities of the downtown/waterfront area and encourage a mixture of mutually supportive land uses. The objective of the *Rivertown* designation is to promote a village setting offering diverse commercial, residential and recreational opportunities.

By providing for a diversity of land uses, including specialty retail shops, office space, varied types of housing, recreation facilities, historical

and cultural resources, and convenience access and parking, people are given the opportunity to live, work, shop and play in the downtown/waterfront area. Uses located within the area should be visually linked to the riverfront areas to take advantage of river views wherever possible.

While a mixture of land use activities is encouraged, their proximity to one another must result in a positive relationship. Key categories of uses and other recreational activities within this area may include marinas, commercial retail, offices, residential, and visitor-oriented activities. Commercial retail uses should generally include specialty stores and other small businesses and service facilities that emphasize pedestrian activity.

Emphasis is placed upon the conservation and rehabilitation of existing buildings. This, along with selective demolition and infill, will encourage retention of existing businesses and the attraction of new businesses.

Residential uses are recognized as an important component of revitalization and are encouraged as part of commercial activities where appropriate.

The permitted residential density within the River-town area would allow up to 20 dwelling units per gross acre (including plazas and open space), creating areas devoted to pedestrians, increasing waterfront access or views, preserving historic structures or unique architectural styles or providing other measurable public benefits. Within the Rivertown area a density bonus of up to 25% may be considered; however, in each instance the bonus must not result in negative effects upon adjacent uses or activities or upon the desirability of the proposed project itself.

Urban Waterfront

The *Urban Waterfront* designation is intended to accommodate and encourage a mixture of land uses which are all oriented toward and related to the adjacent/nearby San Joaquin River. It is necessary in this district to differentiate between uses that are dependent on the water and uses for which the river is merely an amenity; the water-depend-

ent uses should be given priority.

Development under this category should be of a mixed use nature including commercial (retail and services) and light manufacturing (i.e., boat building). Development of all types should be water-related and preferably water-dependent. In general, residential development should be discouraged, other than in mixed-use projects, where water-dependent uses make up at least 50% of the total square footage of the project, and water-borne residences associated with marinas or other in-water developments.

Examples of water-related industrial uses could include boat building/repair, boat storage (including dry storage), and small scale manufacturing of boat parts/accessories. Examples of water-related commercial uses could include marinas, chandlery, boat sales, restaurants associated with marinas, sporting goods, commercial recreation, etc.

Public uses should be most important, and public access should be provided along the entire length of the riverfront. Because the river is a precious and valuable natural resource, it should be developed for everyone's enjoyment rather than for the benefit of a few.

Views of the river are also an important resource, and they should be preserved for everyone. Good design can preserve and enhance river views as can density and height regulations that become more stringent near the river.

Development in the *Urban Waterfront* district should ensure that the development remains accessible from the south. One way to make development accessible is to ensure that it is on the same scale and is compatible with surrounding buildings. Adequate pedestrian and vehicular access from the City to the site must be provided.

The riverfront is an active area that should be opened up for public access and use wherever possible. However, this use must be sensitive to the fragility of natural biological habitats along the river. Special care must be taken in developing

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projects in this area to minimize any potential impacts on adjacent sensitive habitats, especially to the west of downtown near the new Antioch Marina and the Delta Landing area, and east of downtown near the Antioch Dunes National Wildlife Refuge.

Mixed Use Medical Facility/See Pg 60.1
INDUSTRIAL USES

Light Industrial

The *Light Industrial* designation is intended for a wide variety of industrial uses and excludes uses with potentially hazardous or negative effects. Office uses as well as retail sales and service establishments serving businesses and their employees are appropriate uses in this designation. The design controls for this category of use are not as stringent as those for the *Industrial/Business Park* uses. Examples of this use category are warehousing, wholesaling and light manufacturing.

Heavy Industrial

This category is intended for uses with the potential for impacts which for reasons of health, safety, environmental effects, or welfare, are best segregated from other uses. Extractive and primary processing industries are typical of this category. The *Heavy Industrial* designation is the appropriate category for solid waste transfer and processing stations.

It is anticipated that future new uses under the *Heavy Industrial* designation will have characteristics similar in nature to those described for the *Light Industrial* designation. The best available control technology and other mitigation measures and design features would be incorporated into all new developments in this designation in order to minimize any potential negative impacts on the community. The *Heavy Industrial* designation is applied only to areas where heavy industrial uses are currently predominant.

Industrial/Business Park

This designation includes light industrial uses as described in the *Light Industrial* category and re-

search and development uses, administrative offices and retail sales and service establishments. South of Highway 4 the range of uses permitted in this designation is more limited. Specifically light industrial uses are not encouraged unless these are of very low intensity. Retail uses should be limited to those primarily serving surrounding businesses and their employees. The emphasis south of Highway 4 should be on administrative offices and research and development type uses.

The primary difference between this use category and the *Light Industrial* category is that performance and design standards are more stringently applied to *Industrial/Business Park* uses, primarily with respect to landscaping requirements and architectural standards.

An industrial/business park development may be either a single use or a development continuing several separate uses, which is zoned, planned, developed and managed as a single unit. In either case, a project would be designed to comply with more stringent development standards than in the *Light Industrial* district.

COMMUNITY AND PUBLIC USES

Public

This category is used to designate public land uses, including schools, colleges, corporation yards, libraries, fire stations, police stations, water treatment facilities, animal shelters, museums and governmental offices.

OPEN SPACE

Public Park and Open Space

These land uses, which are of a basically open space nature, are publicly-owned but are not in all cases open to public use. The most prevalent public open space uses are City and Regional parks. It is intended that this designation be applied only to lands owned by public agencies or programmed for acquisition.

Mixed Use Medical Facility

This designation is intended to allow medical office buildings, hospitals/acute care facilities, ancillary medical and other complementary uses including professional office, retail (as support to the medical facilities, such as restaurants, convenience shops, etc.), residential (including congregate or convalescent care), parking structures and helicopter pads. This designation may border property with residential designations. Non-medical uses are not permitted unless they are compatible with medical uses. Non-medical uses are not required with medical uses.

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The locations of neighborhood and community parks are in most cases specifically defined on the Land Use Map. There are cases where a park is needed, but where either no specific site has yet been identified or where the details of surrounding development have not yet been finalized. In these cases, the specific size, location and configuration of such park sites will only be finalized through acquisition of a particular parcel.

Private Open Space/Recreation

This category designates privately-owned lands used for low-intensity, open space activity. This designation is applied to other lands when their proposed use conforms to this category. Appropriate uses in this category include cemeteries and land which is restricted to agricultural use.

This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs, golf courses, tennis clubs, driving ranges, equestrian centers and marinas.

FUTURE URBANIZATION AREAS

Future Urbanization Area No. 1

The area within this designation is beyond the current urban limit of development in Antioch, and is outside the existing Sphere of Influence. It is anticipated that development of these lands will occur after the year 2000, beyond the time frame for planning in this General Plan.

Access to lands in this category is limited. It is anticipated that future access will be through improved routes to the north and connections with the Delta Expressway and Brentwood to the east. Environmental factors and lack of available urban services also limit existing development potential.

Prior to approval of any project applications which would include General Plan amendments, a Specific Plan for this area should be completed. The preparation of the Specific Plan for *Future Urbanization Area No. 1* shall be tied to progressive buildout of the land immediately to the north, generally referred to as Southeast Antioch (but not



Figure 4-2
View toward Mount Diablo across rangelands at the edge of Antioch.

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including *Future Urbanization Area No. 2*). The initiation of the preparation and processing of a Specific Plan for the land designated *Future Urbanization Area No. 1* should not be undertaken until the City and the County have formally agreed upon the right-of-way alignment for the Delta Expressway extension through the Antioch Planning Area and have completed the necessary environmental documentation. Part of the Specific Plan shall include a market feasibility analysis of the proposed residential and non-residential uses to ascertain the demand and timing for such uses and their potential impact on remaining undeveloped lands within the Southeast Area. **(see addition below)*

The level of development currently allowed in the *Future Urbanization Area No. 1* category is equivalent to the development potential under existing County zoning. This land use category would be represented by single-family dwellings on lots averaging five acres in size. If development under the County zoning does occur, the pattern should take into account future urbanization of this area.

To the extent allowable under County health regulations, certain agricultural uses are appropriate in areas designated rural residential.

Future Urbanization Area No. 2

The lands included in *Future Urbanization Area No. 2* include the area previously known as Southeast Area 3. The area is within the City's Sphere of Influence and was designated for interim agricultural uses during the Southeast Specific Plan process. The intention is to have the area developed as a major employment center for East County.

The policy area contains a changing terrain. To the east the land is flat and has long been used for agricultural purposes. For the most part these flatlands are composed of Class I and II soils types. To the west the land becomes rolling hills which have been grazing lands in the past. North of Lone Tree Way most of the land in the western two-thirds of the policy area has slopes of 25% or greater. The hilly portions of the land may be

more appropriate for residential uses, while the flatland portions may be most appropriately identified for development of employment generating uses. This area of the Antioch Planning Area is, in part, outside of the existing Sphere of Influence.

The most recently proposed alignment for the extension of State Highway 4 lies in a north-to-south direction through the policy area. This would bisect the policy area. The Highway extension, should it be completed, would provide transportation access to the policy area and would serve as the prime transportation corridor between Antioch and the rapidly expanding Brentwood area (and Discovery Bay/Stockton to the east). Successful completion of the Highway 4 extension would significantly increase the potential for land in the policy area to be developed for employment generating uses.

Premature encouragement of urbanization in this area could result in suboptimal development of land. While some residential uses are merited in the more hilly western area, the majority of the lands should be set aside for future suburban type business parks that encompass major offices and light industrial uses developed in accordance with high standard design guidelines. In the interim, it is expected that the lands will continue in agricultural uses. The development of this area is largely dependent on the Delta Expressway (Highway 4 Extension). While the City prefers the western alignment through the area, a final alignment decision must be made by CalTrans and a financing system put in place. Other major infrastructure improvements to pass through the area include the East Antioch Creek Drainage System and the main sewer trunk line. Prior to approving development in Future Urbanization Area No. 2, a specific plan should be completed detailing land uses and infrastructure needs for the area. The initiation of the preparation and processing of the specific plan shall not take place until the following occur:

- **The City and County have completed the necessary environmental documentation and formally agreed upon the right-of-way alignment for the Delta Expressway extension through the area; or**

**Recognizing the unique benefits to the community of a major employment-generating project, it shall not be necessary to complete and adopt a Specific Plan for FUA*

- A major employment user has entered into a signed and executed development agreement.

The Specific Plan shall include a market feasibility analysis of the proposed residential and non-residential uses to ascertain the demand and timing for such uses and their potential impact on remaining undeveloped lands within the Southeast Area.

OVERLAY DESIGNATIONS

Overlay designations are land use designations that are described, mapped and imposed in addition to those of the underlying designation. Developments within the overlay district must conform to the requirements of both designations or the more restrictive of the two. One overlay district is included in the Antioch General Plan and is described as follows:

Delta Memorial Medical Center Area of Influence

The Delta Memorial Hospital is the major health provider in the Antioch area, including the com-

munities of Brentwood, Oakley and Bryon to the east. The Hospital provides a needed service to the community and should be encouraged to continue to provide the best available services for the City. Developable land in the vicinity of the Delta Memorial Medical Center provides an opportunity to expand the related medical services available in Antioch and encourage the development of uses for which proximity to a major hospital is a necessity or an integral amenity for the use. Such uses could include medical offices, medical supplies and associated retail, medical services such as laboratories, special education facilities, and senior housing (i.e., congregate care units, life care units, convalescent/nursing homes, etc.).

Within this overlay district, developments should be required to include a minimum of 50% of net leasable area (for non-residential development) to be developed for uses associated with the Delta Memorial Medical Center, or related to the medical uses that take place at the Medical Center, and 50% of residential units to be dedicated to moderate-to-low income senior or disabled tenants.

B. FOCUSED POLICY AREAS

INTRODUCTION

Nineteen Focused Policy Areas throughout the Antioch Planning Area were identified for focused policy analysis and direction. This section of the General Plan includes particular policy directions for each area determined upon analysis of the particular opportunities and constraints within each policy area.

The discussion of each area is organized into four subsections. The first subsection describes the boundaries of the policy area. The second section describes the existing land use characteristics of the area and the third section describes the par-

ticular opportunities and constraints on the policy area which affect General Plan policies relating to future development in the area. Finally, the fourth subsection describes the General Plan policy directions for each strategic policy area.

Development scenarios have been described for those policy areas in which it is anticipated that there will be significant new development in the future. For those areas which are essentially built-out, no development scenarios have been described; rather, different policy directions are identified. For those policy areas in which significant new development is anticipated, the discussion includes description of the type and intensity of future uses provided for in this General Plan.

FOCUSED POLICY AREA 1: DELTA LANDING

1. POLICY AREA BOUNDARY

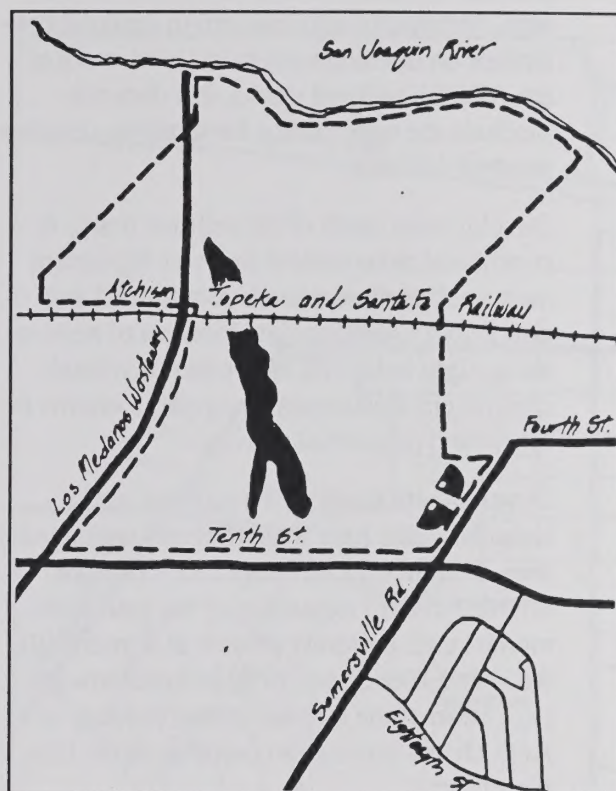
This policy area is located in West Antioch, bounded by Tenth Street on the south, the City limits on the west, the San Joaquin River on the north and the Antioch Marina on the east. The Atchison Topeka and Santa Fe Railway runs east/west through the site. The site is owned by US Steel Corporation. For the purposes of this study, only the portion of the site south of the railroad lines will be considered for major development.

2. LAND USE CHARACTERISTICS

South of the railway is a relatively flat open field surrounded by light industrial and commercial businesses on the south and east sides. North of the AT&SF railroad tracks the land is almost entirely under the jurisdiction of the U.S. Army Corps of Engineers, and consists of marsh, transitional marsh, tidal fresh-water/brackish marsh, tidal shoreline, lagoons and sand dunes. There are three plant species of official concern (Mason's lilacopsis, Suisun aster and the Delta tule pea) and one known endangered wildlife species (saltmarsh harvest mouse) inhabiting the area. The total amount of land is 376 acres, all of it vacant except for the railway line. Of this, 209 acres are north of the railroad tracks, and 167 acres are south of the railroad tracks. The Contra Costa Canal spillway runs north/south through the western side of the site. The Babe Ruth baseball fields are located along the Somersville Road frontage through a short-term lease arrangement.

3. OPPORTUNITIES AND CONSTRAINTS

In the past, the primary future use of this area was expected to be light industrial use. In August of 1985, a preliminary draft EIR/EIS was prepared for Delta Landing, in which the project sponsor proposed a mixed use development which included housing, light industrial,



retail, restaurants, office space, hotels, open space, recreational areas, and a marina. The applicant withdrew the project prior to approval. The area is an excellent location for water and road transportation and is located within a half mile of a major new industrial development being constructed just to the west of the city limits.

Of greatest concern in analysis of future use of this site is the question of how to take advantage of the waterfront aspects of the site, while at the same time remaining sensitive to the site's environmental characteristics.

4. POLICY DIRECTION

The Delta Landing Focused Policy Area provides a significant opportunity for further development of needed light industrial and commercial space in northwest Antioch. Build-

ing on recent commercial and industrial development along Somersville Road, this area will help frame a major entrance to downtown Antioch and the Antioch marina area. Although significant environmental constraints on development exist to the north of the AT&SF railroad tracks, this does not preclude the opportunity for sensitive development of this area.

Development north of the railroad tracks is considered to be limited to water dependent uses, such as recreational, commercial and port activity, with no development of residential or light industrial uses other than small commercial businesses to support a marina or other such prescribed activity.

Development south of the railroad tracks should include light industrial and commercial uses. Commercial development should be oriented toward expansion of the auto-commercial uses currently present at Somersville Road and 10th Street, or be oriented toward expansion of the marina-related industry in Antioch and serve as an entrance to the City marina area.

Tenth Street will need to be widened to accommodate traffic from the proposed development. Alternate access from 6th or 4th Street should be considered.

The following are assumed parameters for development in this policy area:

- **Development north of AT&SF railroad tracks should be open space and water-dependent commercial recreation as allowed for within the environmental constraints of the site.**
- **Development south of the railroad tracks should be a mixture of light industrial and commercial uses.**

An example of such a mixture could be:

- 100 Acres Light Industrial @ 0.25 FAR = 1,089,000 sq.ft.
- 35 Acres Commercial @ 0.25 FAR = 381,150 sq.ft.
- 32 Acres Recreation/Open Space.

Due to cost and other environmental considerations that could be associated with its construction, the extension of 6th Street should be reevaluated at the time of project review for this area. There are also plans to “soften” the curve at the junction of Somersville and 4th Street and make the road 4 lanes to L Street. Plans are currently being developed to rebuild the 4th Street West Antioch Creek Bridge under the State’s Bridge Replacement Program. Construction is expected to commence within 3 years.

Future development should concentrate on commercial uses appropriate for the area’s location at the intersection of Somersville Road and 4th Street, an entrance to downtown Antioch. Commercial uses should be com-

patible with and complementary to the auto-oriented commercial development to the south along 10th Street. Also, the City could encourage the development of marine-oriented commercial and service uses at varying densities to build on the increased interest in the use of the San Joaquin River through the new City marina.

The potential for these or other future uses must be evaluated in light of final improvements to the West Antioch Creek and any other public works improvements, including changes to the 4th Street/Somersville Road corner alignment. Any significant construction would require large amounts of fill and site preparation.

FOCUSED POLICY AREA 3: DOWNTOWN (SOUTHWEST)

1. POLICY AREA BOUNDARY

Located in the southwest corner of Downtown Antioch, the site is bounded by Fourth Street, I Street, Tenth Street and O Street.

2. LAND USE CHARACTERISTICS

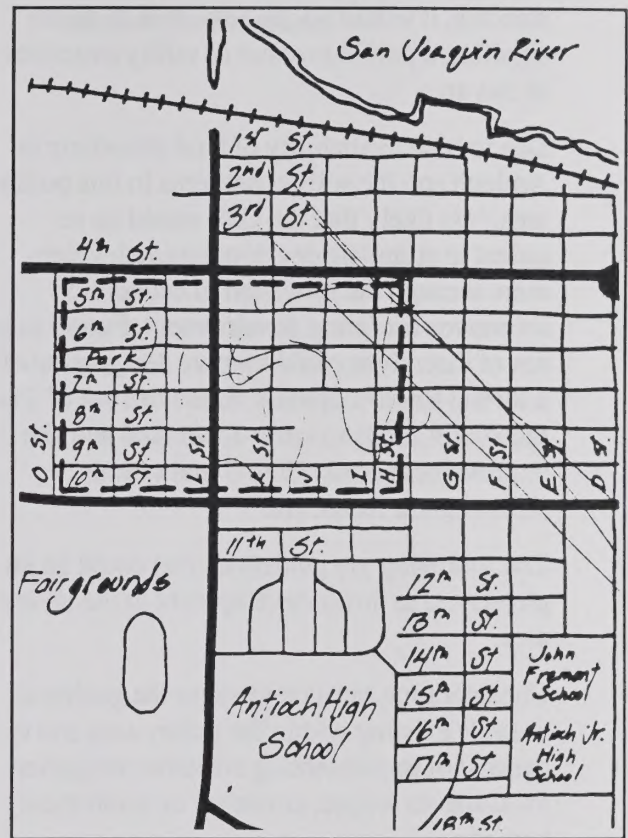
The area is currently a residential area with single-family, duplex units and small apartment buildings (37.7 acres). On the south side of Fourth Street there are a limited number of neighborhood commercial uses (.115 acres).

The area bounded by 6th Street, 10th Street, O Street and L Street is generally known as the "Proserville Area." It generally contains older homes with many senior citizens. The City recently completed the renovation of a community park on 6th Street, between O and L Streets.

Across Fourth Street to the north is a pallet business which repairs and stores pallets used for hauling goods.

3. OPPORTUNITIES AND CONSTRAINTS

The residents in this area have generally lower incomes than elsewhere in Antioch and many houses are in some state of disrepair. The eastern blocks in the policy area are located in the Alquist-Priolo Zone around the Antioch Fault. The exact location of the fault is subject to dispute and the future development potential in the A/P Zone is in question. The remainder of the policy area is located on fill over marshlands. The integrity of the fill significantly limits the potential for redevelopment of the area. Generally, low to very low density residential uses can be built on fill, or very high density uses. However, the potential for medium density residential developments appears to be significantly limited by both required technology and the cost/price structure of the residential market in Antioch.



The pallet operation to the north is sometimes quite noisy and there is a persistent odor from a nearby factory.

4. POLICY DIRECTION

Uses and densities will vary depending upon the particular soils constraints on each site as the site preparation and foundation characteristics that are required to accommodate different uses will significantly affect the cost/price structure of each proposed development.

Future residential uses may be restricted either to low density residential (SFD) or to high-rise residential that could accommodate the costs associated with pile driving, site excavation, extensive site preparation, etc. Other potential

uses would include parks and open space, non-occupied structures such as warehouses and self-storage units, low-intensity industrial and service uses. It is probable that due to soil instability, it would not be advisable to locate significant public services or utility structures in this area.

Due to both availability of land elsewhere in Antioch and the soils constraints in this policy area, it is likely that the City would be required to stimulate development/redevelopment through the provision of economic incentives for future development. Future sources of incentives could involve designation of a formal Redevelopment Area with use of Tax Increment funds to write down land and site improvement costs, CDBG grant funds, UDAG grant funds, etc.

The following are guidelines that could be implemented to direct development in the policy area.

Consideration must be given to the geologic hazards existing within the policy area and to the cost of implementing effective mitigation measures to reduce, eliminate or avoid these hazards.

Within the Alquist-Priolo Special Studies Zone (northwest of a line between the 4th/L Streets intersection and the 10th/J Streets intersection) no structures for human occupancy may be built without completing a geotechnical study to determine that the structure would not be sited across an identified fault trace. Where fault traces are identified, the appropriate uses would be classified as Open Space. These would include non-structural uses such as green belt, hiking or riding trails, field sports such as golf courses or softball fields. Ground level parking lots also could be accommodated.

Adjacent to the fault trace, and set back 10 to 50 feet from it, limited structural uses could be accommodated. These would include single story, wood- or steel-framed buildings intended for non-occupancy uses, such as warehouses, self-storage units and parking

structures. The buildings would be relatively light, would be supported or reinforced by footings and would be designed to resist the strong ground motion forces generated by earthquakes on the adjacent fault. A "Zone of Anomalous Features," delineated in the Harding Lawson report (June 1986) as the area northwest of a line between the 4th/K Streets intersection and the 8th/I Streets intersection, is reported to contain evidence of seismic activity although the exact locations of fault traces have yet to be specified. This part of the Special Studies Zone is the most likely to contain fault traces and could be used to define the area that generally would be limited to the previously described Open Space and limited structural uses.

Light industrial buildings and 1-2 story single-family dwellings could be accommodated within this zone provided that they met the setback and construction criteria. Denser residential uses should not be encouraged. Major public facilities (schools, hospitals, auditoriums) should be discouraged from locating in this zone.

A second area of hazard is the filled baylands. The baylands themselves contain compressible soils (bay mud) as much as 35 feet thick. Lying over these natural soils is as much as 10 feet of loose (uncompacted) artificial fill. The mud is subject to settling and lateral spreading. The loose soils/fill are subject to these two conditions as well as liquefaction. Areas underlain by mud are generally east of J Street, those containing loose soils/fills are east of K Street. In these areas, unless otherwise limited by seismic restrictions, uses should be limited to lightweight structures that can be "floated" on a gravel mat, and structures supported on pile foundations. The light structures and criteria should be similar to those determined for the limited structural uses in the seismic areas. An added consideration would be the need for flexible utility connections to accommodate settlement.

The pile supported structures would need to be built on foundations driven through the fill

and the mud into stable geologic formations. The cost of such foundations would preclude any residential structures that could not amortize the expense. This means that high density residential towers would be possible, but moderate or low density multi-family struc-

tures would not be possible, except for lightweight single-family structures and 2-story duplexes and small apartment buildings. A similar case would apply to industrial and commercial structures.

CHAPTER 4

FOCUSED POLICY AREA 4: COUNTY FAIRGROUNDS

1. POLICY AREA BOUNDARY

The County Fairgrounds are located south of downtown and to the east of Somersville Road. The Grounds are bounded by Tenth Street, L Street, the Southern Pacific Railway and Aster Drive.

2. LAND USE CHARACTERISTICS

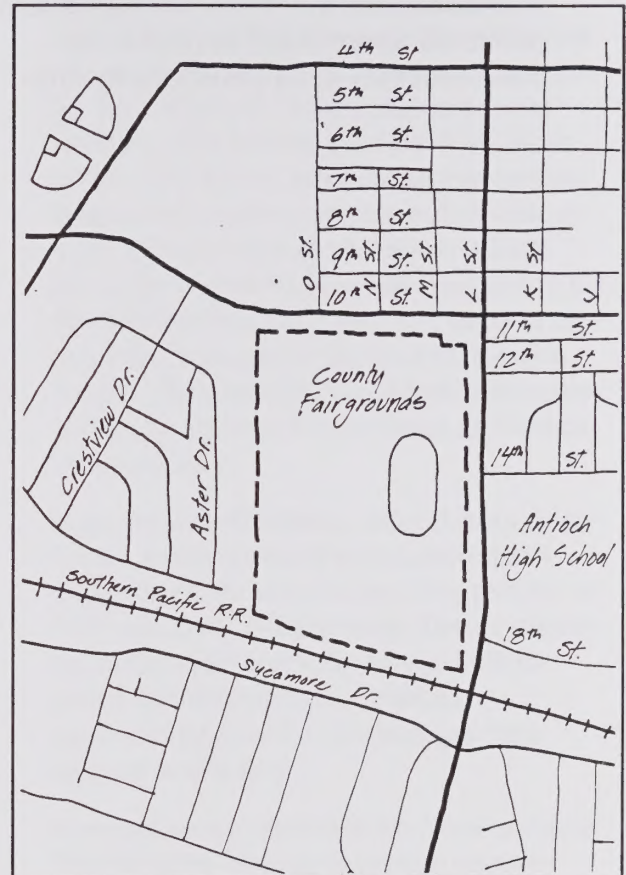
This 75-acre site is used primarily for the Contra Costa County Fair. The grounds have two long walkways down the center and three large parcels of open space. Also included in the Fairgrounds is; a 3,000 seat grandstand, an arena, 128 permanent animal stalls, a roller rink, a maintenance shop, three ballfields, a small park on the northeast corner for picnics, a manager's residence, an administrative office, two pre-school buildings, three exhibit buildings (about 7,500 square feet each), a livestock barn and judging area, a new pavilion stage for cultural shows, and two large parking lots (one paved and one dirt) for parking, a weekly three-day Flea Market, and tent area during the annual Fair.

3. OPPORTUNITIES AND CONSTRAINTS

There are questions about the future use of the site, and the City's plans for future annexation and use of the site. However, it does not appear likely that this will occur during the time period of the General Plan Revision and, as such, the revised General Plan will recognize the continuation of the present use of the County Fairgrounds site.

Currently the fairgrounds are used on a continual basis throughout the year. Three pre-school classes operate during the school year, the roller rink is open year round, and the ball fields are used continually by community leagues.

Automobile races are held every Friday night from April to September, and a Flea Market is



held every Friday, Saturday and Sunday in the parking lot, weather permitting. Throughout the year, the exhibition halls are used by private organizations, and the livestock area is used by the 4-H Club. There are rodeos, circuses, and on occasion, concerts in the Grandstand. Horse shows are becoming quite popular as 50 boarding horses are being moved off the site, thus providing stall facilities. And finally, there is also a newly built permanent pavilion stage with a grassy area to facilitate cultural shows and musical concerts.

There are concerns on the part of residential neighbors about the amount of noise emanating from the Fairgrounds.

4. POLICY DIRECTION

In light of the Fairgrounds Master Plan, the potential for better integration between City needs and available resources at the Fairgrounds will need to be evaluated. For ex-

ample, the potential for a weekday public flower/vegetable market and/or the use of facilities for child/youth/senior care programs could be explored. Beautification of the 10th Street and L Street frontages of the County Fairgrounds is another issue.

CHAPTER 4

FOCUSED POLICY AREA 5: FULTON SHIPYARD ROAD

1. POLICY AREA BOUNDARY

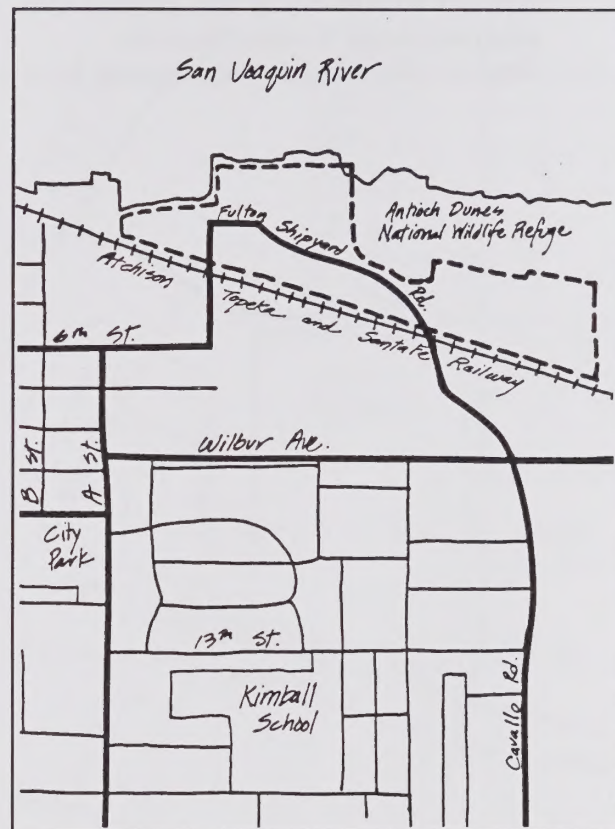
The policy area is located along the San Joaquin River and west of downtown Antioch. The policy area is bounded by the San Joaquin River and the Atchison Topeka and Santa Fe Railways, and is immediately to the east of Rodgers Point, recently purchased by the City. Immediately to the south of the railway and Fulton Shipyard Road is the nearly completed new Delta Diablo Sanitation District equalization storage tank, and a few light industrial business operations, and a vacant site of about 12 acres (to the east of Fulton Shipyard Road).

2. LAND USE CHARACTERISTICS

Existing uses in the policy area include a small marina with a parking lot of about 1 acre and a narrow boat ramp for loading and unloading small fishing boats. Fulton Shipyards is an 8.6 acre heavy industrial ship repair operation to the east of the marina, but it does not do very much business. There are some small scale commercial/service uses in the area including one bait shop and a bar adjacent to the marina parking lot, and a couple of vacant restaurant structures immediately south of Fulton Shipyard Road. Further to the east, past the Fulton Ship repair yard, the land contains an animal shelter occupying 12 acres. The City animal shelter consists of a low one-story building and numerous kennels.

There are two existing vacant pieces of land in this policy area. At the western end of the policy area are about 3.5 acres of vacant land including open space and dilapidated pier structures. South and west of Fulton Shipyard Road and north of the railroad tracks is a 3-acre strip of vacant land.

North and east of the Antioch Animal Services and Placement Center is the Antioch Dunes National Wildlife Refuge, administered by the United States Fish and Wildlife Service. The terrain is primarily rolling sand dunes.



3. OPPORTUNITIES AND CONSTRAINTS

In general, the City prefers to maintain waterfront oriented uses to the north of the rail-road tracks in the area to the west of the Antioch Dunes. As such, both the existing Fulton Shipyards and the marina uses should be considered high priorities for continuation in this area. The existing marina is steadily in use but lacks proper facilities. Because of the relatively poor state of the marina, and the availability of developable land to the south, the marina should be considered for redevelopment potential and expanded.

The Antioch Dunes, to the north of the Animal Services and Placement Center, is in an environmentally sensitive area currently under federal protection and off-limits to the public. According to the U.S. Fish and Wildlife Ser-

vice, there are no plans to open the Antioch Dunes National Wildlife Refuge to any sort of public use. If, and when, the Animal Services and Placement Center moves to a different location, it will be necessary to ensure that future uses of the 12 acre site are compatible with the environmentally sensitive lands to the north.

4. POLICY DIRECTION

The marina area and the 3.5-acre vacant site adjacent to the marina should be redeveloped with possible boat repair and marine service facilities being expanded to the south and west of the existing marina. Continuation of a marine related use in this location would maintain the policy of requiring water-oriented uses north of the railroad tracks, as well as continuing a publicly used waterfront beyond the recently purchased Rogers Point (immediately to the west) which will be developed into a public park. Possible uses could include a public fishing pier, open space, and improved marine related access and services.

The Fulton Shipyards should be maintained as a marine construction and repair facility. The Fulton Shipyard has two or three impressive old Victorian homes which should be considered for public use should the shipyard company move or want to integrate with redevelopment of the area.

Redevelopment possibilities on the 3 acre strip of land to the south of Fulton Shipyard Road might include restaurants, marine related

retail/commercial and services, dry storage yards, etc.

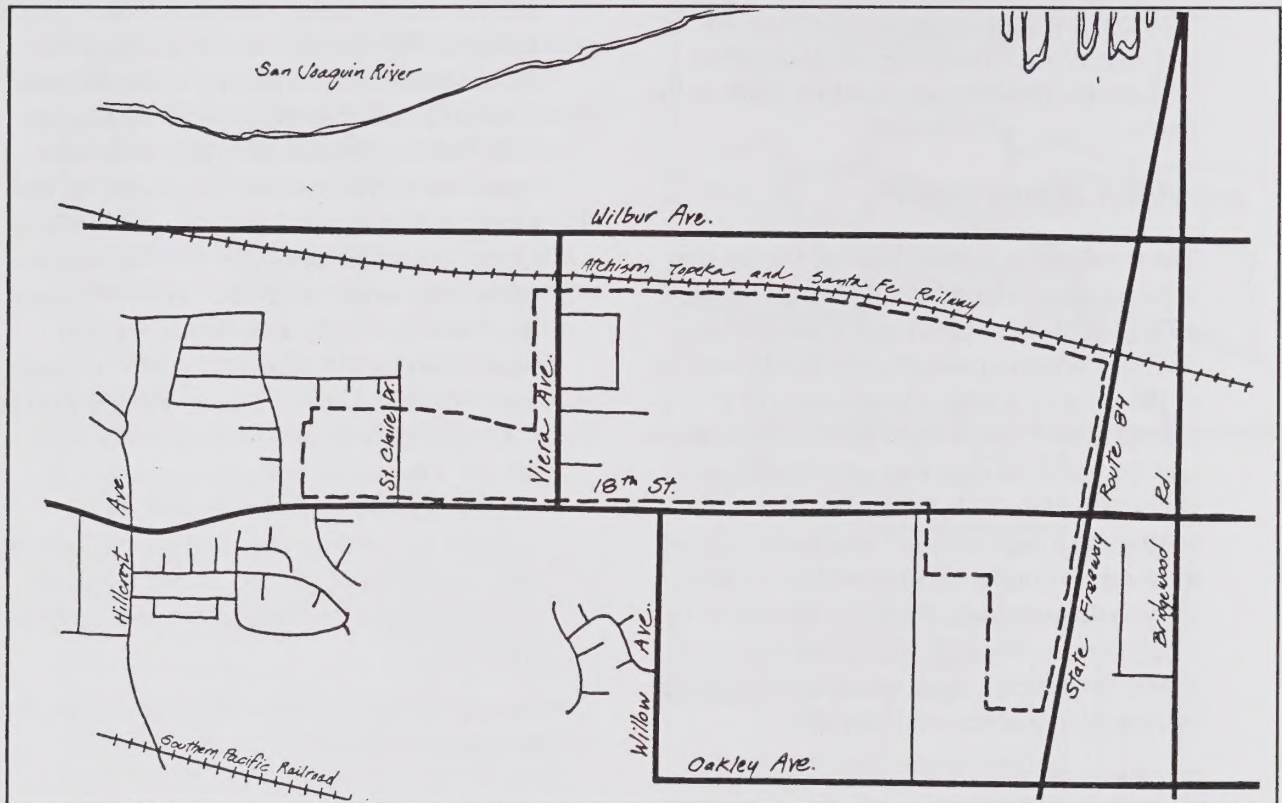
Future uses of the 12-acre Animal Services and Placement Center site, if and when the existing facility moves, must be assessed with the environmental sensitivity of the adjacent Antioch Dunes in mind. It is likely that the U.S. Fish and Wildlife Services will desire input into the planning for future uses of that property. The General Plan designation is for Open Space. One possible use of the site as open space would be for an "Antioch Dunes Environmental Education Center" which would provide information and direct education about the Antioch Dunes Wildlife Refuge. A City/USFEWS joint-venture could be explored. Alternative uses of the site, which might respond to a desire by the City to generate tax income and employment from the site, could include "clean" industry such as warehousing, self-storage units, low-intensity R&D, etc.

An example of development standards for this area are as follows:

- 12 Acres Open Space
- 3 Acres Commercial @ 0.25 FAR = 32,670 sq.ft.
- 1.5 Acres Commercial @ 0.25 FAR = 16,335 sq.ft.
- 2.0 Acres Parking @ 250 sf/space = 350 spaces

CHAPTER 4

FOCUSED POLICY AREA 6: EAST WILBUR AVE/18TH AVENUE



1. POLICY AREA BOUNDARY

Located in northeast Antioch, this large policy area is generally bounded by the Atchison Topeka and Santa Fe Railroads, State Freeway Route 4, and Eighteenth Street. The policy area also includes the County land on either side of Viera Avenue and along Eighteenth Street. The area vicinity is dominated by large factories (including PG&E) and the San Joaquin River to the north and a drive-in theatre and the freeway to the east.

2. LAND USE CHARACTERISTICS

The policy area is largely vacant (190 acres) and contains orchards and vineyards. To the west is County land which has a mix of low (33.5 acres) and high (5.6 acres) density residential units and a cemetery (8.3 acres).

There are also 5.7 acres zoned for retail and service commercial use on three parcels in the southwest area. Pacific Gas and Electric has a large power generating plant to the north past Wilbur Road and has easements on 28.5 acres of vacant land within the policy area. These easements bisect the policy area into several distinct units of land for future development. Land in the policy area is relatively flat except for a slight slope in the central portion.

3. OPPORTUNITIES AND CONSTRAINTS

Starting in the Fall of 1988, construction on the Wilbur Avenue Sewer Extension will begin. The Delta Diablo Sanitation District will construct a force main along Wilbur Avenue to a pump station located between Interstate 4 and Bridgehead Road and just to the south of Wilbur Avenue. The City Public

Works Department will then construct connector service from residences in the area to the force main sometime in 1989-90. Once completed, landowners will form an assessment district to bring service to the vacant industrial land.

The primary concern for this policy area is the type of future uses and the densities that will be allowed in the future. Existing residential units in the area (along Viera Avenue) are in the County rather than within the City, on lots that tend to be very large and irregular; densities tend to be below with many houses on one-acre lots. The area is quite close to heavy industrial plants and the PG&E power plant north of Wilbur Avenue and the question of potential increased development of residential units must consider the potential impacts of nearby industry on residential uses. Although the General Plan must recognize the continued use of the existing residential lands and must allow for construction of new units on existing residential lands, it should discourage the development of newer, higher density housing developments in this area.

The large amounts of vacant land, including much of the land designated for residential uses, is prime land for the future development of employment generating, light industrial structures which can take advantage of both railway and freeway access, close proximity to utility servers, and large parcels of developable land. The existing parcels are generally long and narrow, making independent development very difficult in terms of access and circulation, provision of utilities and site planning.

A site of about 17 acres is currently vacant and designated for low density residential uses immediately south of the railroad tracks and immediately west of the Viera Avenue residential neighborhood. It is necessary to examine the potential for redesignation of this site to light industrial uses complementary to those to the east. It would be inappropriate to continue building low density residential uses in light of the magnitude of industrial development planned for the

area.

The existing drive-in site, about 16 acres, may be desirable for redevelopment with both access and visibility from State Highway 84. In many ways this site acts as an entryway into the eastern part of the City. The existing General Plan designation of the site is Light Industrial. It could be integrated into development of the adjacent vacant land, or developed for a different use, such as a commercial center, in the future.

4. POLICY DIRECTION

Future development of this area will focus on light industrial uses on all vacant land with industrial designations and continued residential uses on existing residential land. Some vacant residential land will be redesignated from residential to industrial.

The City should work with the County to discourage the development of new higher density residential units on large, combined lots within the County portion of this policy area. Construction, rehabilitation and renovation of single-family residential units in this area should be allowed. However, the intensification of residential uses in this policy area should be discouraged due to the proximity to existing and future major industrial uses, in particular in light of the availability of new and existing residential units at higher densities elsewhere in the City. The City should encourage parcel assemblage through Planned Development of the area, as well as identify an internal circulation system which would allow for equitable development of all parcels in the area.

The following is an example of assumed development standards in this policy area:

- Residential: 10 Acres @ 4 units/acre = 40 units
- Light Industrial: 181.4 Acres @ 0.45 FAR = 3,555,803 sq.ft.
- Commercial: 6 Acres @ 0.25 FAR = 65,340 sq.ft.

CHAPTER 4

FOCUSED POLICY AREA 7: STATE HIGHWAY 84/NEROLY TRIANGLE

1. POLICY AREA BOUNDARY

This area is located east of State Highway 84, in a part of the Antioch Planning Area generally referred to as part of Oakley, and is bounded by State Highway 84, Neroly Road, and the Southern Pacific Railroad. Oakley Avenue runs through the middle of the policy area.

2. LAND USE CHARACTERISTICS

North of Oakley Avenue there is the Shady Haven Mobilehome Park (4.04 acres) and three lots parallel to Oakley Avenue zoned retail and service commercial. The rest of the land, 14.5 acres, is vacant. To the south of Oakley Avenue there is another 8.3 acres of vacant land and the remaining low density, estate-style residential units.

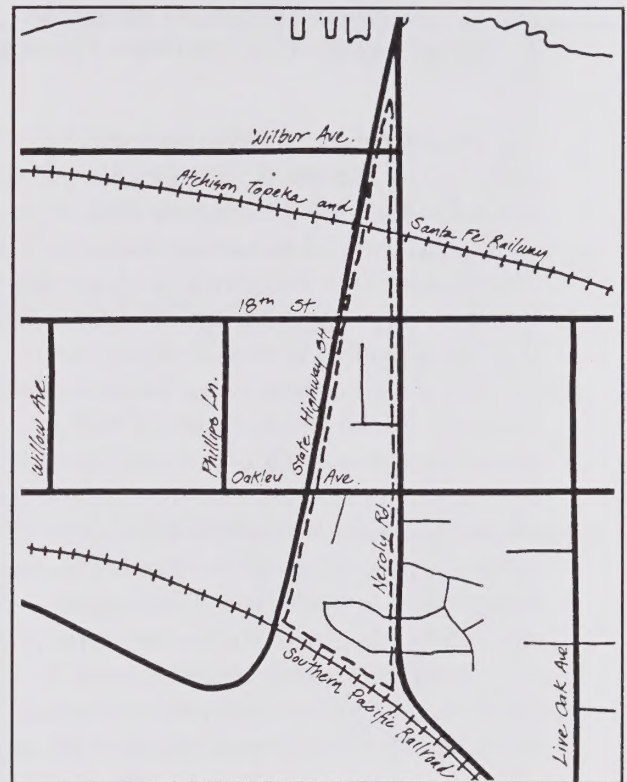
3. OPPORTUNITIES AND CONSTRAINTS

The Delta Diablo Sanitation District is planning to build a pump station between Interstate 84 and Bridgehead Road and just to the south of Wilbur Avenue (at the extreme north end of the policy area).

4. POLICY DIRECTION

The 1975 General Plan designations should remain unchanged. The largest portions of vacant land in the policy area are about 31 acres of land designated at 2 units/acre, about 4.5 acres of land designated at 4 units/acre, and about 14.5 acres of land designated for light industrial uses.

In the area designated *Rural Residential* the current pattern of large-lot executive houses should be encouraged.



Commercial and Light Industrial development north of 18th Street should be consistent with the area's location as a visual entryway to the City.

The following is an example of potential development acreage and standards in this policy area:

Light Industrial: 14.5 Acres @ 0.45 FAR = 284,229 sq.ft.

Residential: 46 Acres @ 4 units/acre = 18 units

31.0 Acres @ 2 units/acre = 62 units

Total = 80 units

FOCUSED POLICY AREA 8: OAKLEY AVENUE

1. POLICY AREA BOUNDARY

This policy area is located in East Antioch and is bounded by a PG&E easement on the north and Oakley Avenue on the south between Willow Avenue and Phillips Lane. The Southern Pacific Railroad is to the south and State Highway 84 is to the east.

2. LAND USE CHARACTERISTICS

To the north of Oakley Avenue are sparsely built homes and older orchards and vineyards. To the south is a large vacant area used as a flood control basin. There are 23.4 acres of vacant land, and 9.1 acres of low density residential housing. A PG&E easement runs north/south and just to the west of Phillips Lane. One-quarter mile to the north on Willow Avenue is a new residential development under construction.

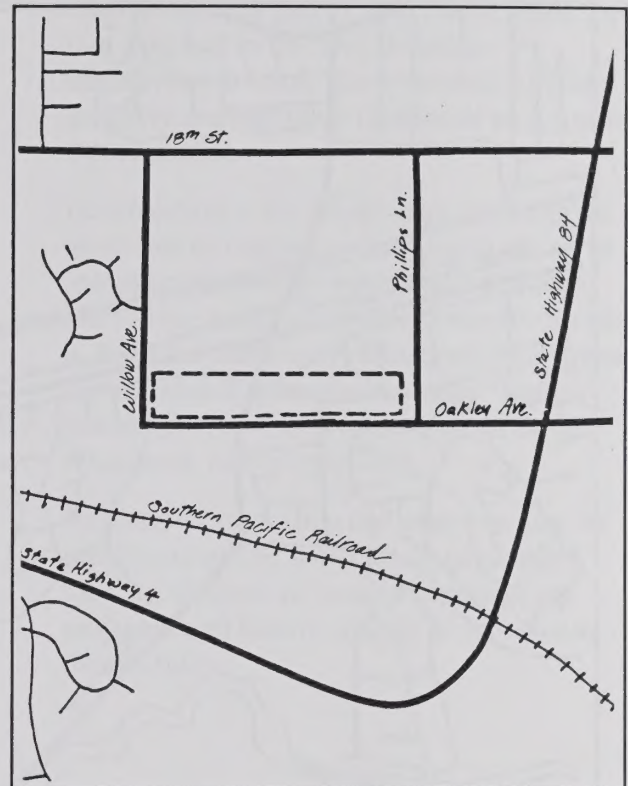
A number of homes in this policy area have on-site businesses, including such services as equipment rental and sale of agricultural products and services.

3. OPPORTUNITIES AND CONSTRAINTS

The general direction of low-density residential development on large lots appears to be set for this area. The continued operation of home businesses must be of concern due to possible impacts. These businesses should be restricted to benign, quiet types of operations.

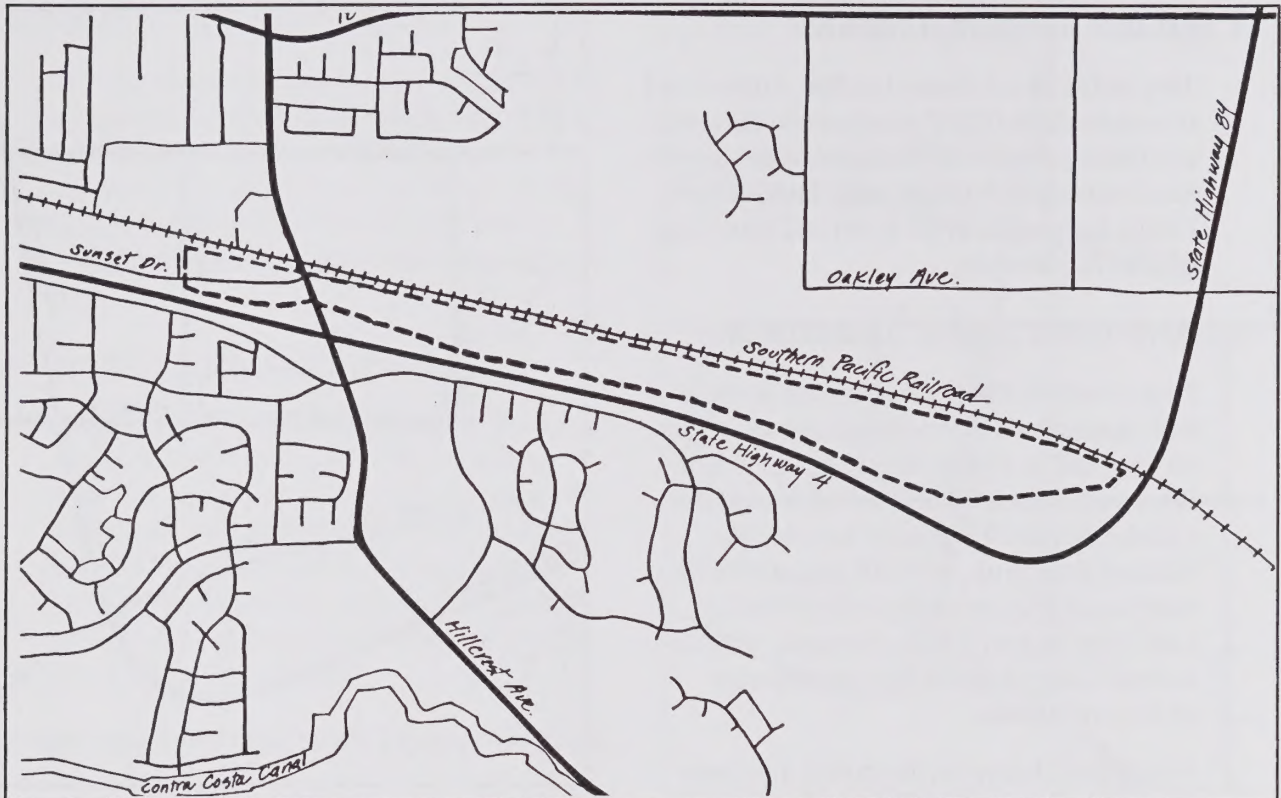
4. POLICY DIRECTION

Future uses will be Low-Density Residential in nature. This area will serve as a transition between the Almond Ridge development to the north and existing and planned industrial



uses to the south. For the foreseeable future, as long as this area continues to be characterized by low-density residences, operation of low-intensity home businesses should be allowed, but expansion should be discouraged. Businesses should be limited to those business types that do not produce levels of activity inconsistent with a residential neighborhood. Businesses should not produce high levels of automobile or service vehicle traffic, high amounts of noise, odors or other emissions, excessive light and glare, etc. No new home businesses, beyond those specifically allowed by the City's Home Occupation Ordinance, should be allowed.

FOCUSED POLICY AREA 9: HILLCREST AVENUE INTERCHANGE/SUNSET DRIVE



1. POLICY AREA BOUNDARY

This area is located at the intersection of Hillcrest Avenue and State Highway 4. It is bounded by the Southern Pacific Railroad on the north and Larkspur Drive on the south.

2. LAND USE CHARACTERISTICS

The area contains a mixture of light industrial operations (13.3 acres), automobile repair shops (4.8 acres), a church (1.4 acres), retail commercial business (1.65 acres), a Park-and-Ride (5.4 acres) lot for BART commuters, and Bidwell School (15.21 acres). PG&E owns a small vacant lot on the northwest corner of Hillcrest and the Southern Pacific railroad line, and a very large vacant lot on the north-east side. The total amount of vacant land in the policy area is about 84.25 acres which is primarily east of the BART parking lot.

The City recently approved a 25,000 sq.ft. neighborhood commercial center at the southwest corner of Hillcrest Avenue and Sunset Drive.

3. OPPORTUNITIES AND CONSTRAINTS

The area has a varied mixture of uses along Sunset Drive with light industrial operations and auto repair shops immediately north of Highway 4, west of Hillcrest Avenue. The City has proposed to extend Sunset Drive east, roughly parallel to the Southern Pacific rail line into the Future Urbanization Area No. 2 (Southeast Antioch Area III). The road would serve as the major surface connector between Central Antioch and SEA III.

Additional considerations include the potential use of a significant amount of vacant land for

a future BART station. There is currently a total of about 5.4 acres of vacant land being used for a BART Park-and-Ride parking lot. Future expansion of a transit station would require this land plus an undetermined amount of additional land. Development of the Highway 4 frontage to the east of the Park-and-Ride lot (along the future alignment for Sunset Drive) would preclude the development of a full-service transit station.

With full buildout of the Southeast area of Antioch, the Hillcrest off-ramp will become a major service area for Southeast area residents. Large amounts of commercial development are being anticipated to the south of the interchange along Hillcrest Avenue.

4. POLICY DIRECTION

Future uses should be light industrial or service commercial to the west of Hillcrest north of Highway 4 in general. The area east of the

BART lot should be designated for a business park due to its highway exposure though BART should be given the opportunity to purchase the area as part of their station plans. Future land uses in this area should be commercial in nature due to extension of Sunset Drive and the future location of an Antioch BART station.

Development at the interchange and along the north side of Highway 4 in this area should be complementary to the commercial development to the south, rather than competitive with it. Potential commercial uses could be oriented toward what is generally known as “highway” commercial, such as service stations, motels, restaurants, coffee shops, etc.

As a major intersection and entryway into the rapidly expanding southeastern quadrant of the City, this area is visually important and project design features should be sensitive to this visibility.

CHAPTER 4

FOCUSED POLICY AREA 10: EIGHTEENTH STREET

1. POLICY AREA BOUNDARY

This area includes the section of 18th Street from Olive Lane to a block west of Hillcrest Avenue. 18th Street is a rolling, sloped two-way street and a major thoroughfare for east-west commuters through northern Antioch.

2. LAND USE CHARACTERISTICS

Currently the land uses include a mix of residential and neighborhood commercial activities, with occasional vacant properties. For example, at the intersection of Hillcrest Avenue and 18th Street, there are convenience stores on two corners, a gas station on one corner and residences on another corner. This mix of uses, along with significant amounts of undeveloped street frontage, continues along 18th Street throughout the policy area.

Beyond Olive Lane, to the west, the pattern of mixed uses, both residential and commercial, continues to beyond Cavallo Road. However, the amount of vacant street frontage significantly decreases beyond Alhambra Road.

3. OPPORTUNITIES AND CONSTRAINTS

This area has a wide variety of commercial, service, office and residential uses and is sensitive to change because of heavy traffic (especially at the intersection of 18th and Hillcrest) and close proximity of commercial and residential uses.

There is a desire to maintain the mixed character of this area. The limited commercial uses



serve the large amounts of residential uses both to the north and south of 18th Street.

4. POLICY DIRECTION

Continuation of the mixed use nature of the area is preferred. It will be necessary to develop mixed-use guidelines for future development in this area in order to ensure that the particular type of uses that are encouraged are those which are most compatible with a mixed-use environment.

FOCUSED POLICY AREA 11: CAVALLO ROAD

1. POLICY AREA BOUNDARY

This area is in the Mountain View area of Antioch and includes Cavallo Road from 18th Street to the Southern Pacific Railroad.

2. LAND USE CHARACTERISTICS

The area is primarily a mixture of single-family dwelling units (8.9 acres), a few small scale two-story apartment buildings (2.68 acres), and a convalescent home (.85 acres). There are 2.7 acres of vacant land within the policy area.

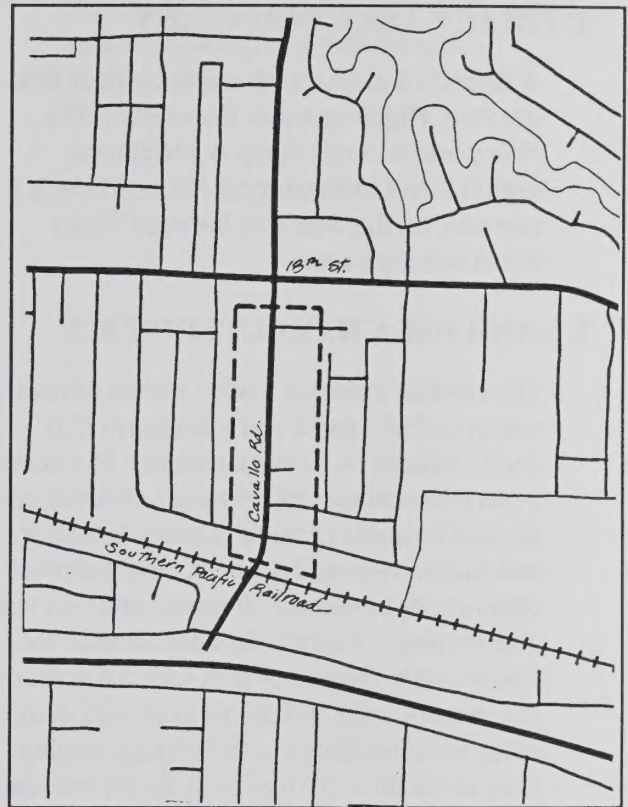
3. OPPORTUNITIES AND CONSTRAINTS

The street is basically a mix of apartments and houses with small front yards. The area contains a number of second units on back lots. These are problematical in that often they do not have any vehicular access and they result in a population and unit density greater than planned for this neighborhood. There are currently two vacant lots on the west side of Cavallo Road which are "landlocked" in that they have no street frontage.

Additionally, a number of apartment buildings are scattered along Cavallo Road in the policy area, significantly breaking up the area's continuity. These recent buildings provide stimulus for the intensification of other lots in the area.

4. POLICY DIRECTION

Future uses in this area should be compatible with the low-density nature of the older residential units on the street. Although some intensification of residential uses may occur in the future, new developments should be sensitive to the low-density nature of the surround-



ing residential neighborhood. The City, through the Design Review Board, should ensure that new multi-family developments in this area have minimal impacts on adjacent residences, in particular relating to parking and traffic, and the casting of shadows. New buildings should be required to protect and maintain the existing streetscape and setback pattern.

The City should require that any new second units have on-site automobile parking and access which meet the City Parking Code. Further, the City should work with the owners of any parcels lacking direct street access to ensure that future development meets all City codes.

CHAPTER 4

FOCUSED POLICY AREA 12: A STREET

1. POLICY AREA BOUNDARY

A Street is a major north-south corridor linking State Highway 4 and Downtown. The policy area extends along A Street from Eighth Street to Eighteenth Street. There is a city park on the west side between Tenth Street and Park Lane.

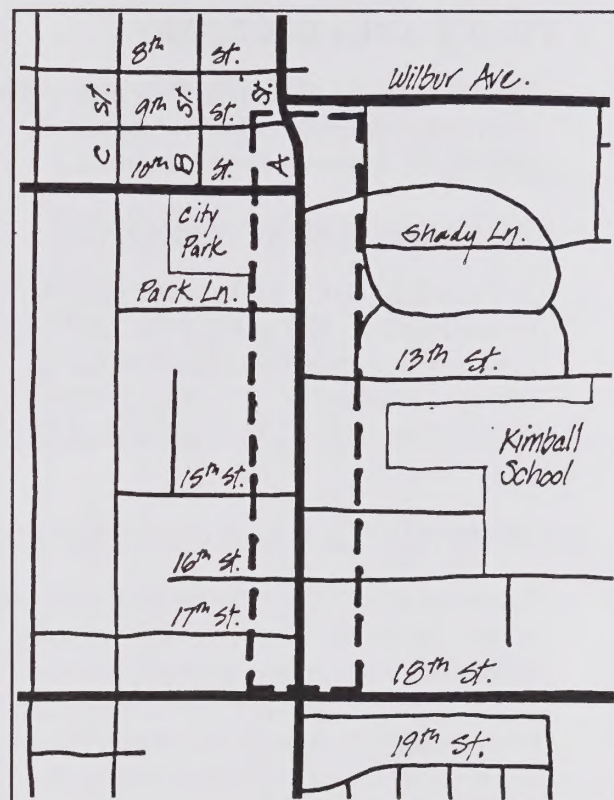
2. LAND USE CHARACTERISTICS

The corridor contains a wide variety of uses which include: parks and open space (5.0 acres), offices (4.1 acres), a church (4.4 acres), a convalescent home (2.6 acres), regional commercial business (Antioch Center, 3.6 acres, and Antioch Plaza, 4.4 acres), neighborhood commercial business (3.9 acres), and two service stations (.7 acres). Residential uses are also found in the policy area with 6.4 acres of low density units and .26 acres of high density units. Most buildings have setbacks ranging from about 20 to 30 feet from the lot line, and many of the parking lots front the street. The architecture is quite varied and lacks any consistent identity.

3. OPPORTUNITIES AND CONSTRAINTS

The A Street frontage from 16th Street to Wilbur Avenue is currently a mixed bag of uses including office, medical office, retail, services, and some limited residential. In order to maintain this mix of uses, a new designation would be required which would encourage variety. The continuation of the existing *Office/Administration* designation, and the corresponding CO zoning, results in a number of existing non-conforming use that if left intact would result in a future trend of increased office space to the exclusion of other types of uses.

A major problem with the existing development along this stretch of A Street is that there is no consistent design theme or unifying characteristics. The area has a greatly varied land



use pattern with little conformity in setbacks and building massing. There are many different styles of architecture. The variation in setbacks and construction style, ranging from concrete financial institutions, to small strip commercial centers, to free-standing "A" framed buildings housing offices, etc., leads to a broken and visually inconsistent commercial district.

4. POLICY DIRECTION

Development policies in this area should encourage the maintenance of the street's mixed use, neighborhood-serving character. This requires a redesignation of the properties fronting on A Street from *Office/Administration* to a designation that encourages a continuation of future mixed use patterns.

City site and design review should focus on appropriate design and density characteristics for future non-residential uses. Regulations for development in this policy area must provide a unified design theme. Design parameters

should be established for this area that identify a standard setback, or range of setbacks, building heights, signage, lighting, etc., in order that future development will bring a cohesiveness to this strip commercial area.

CHAPTER 4

FOCUSED POLICY AREA 13: A STREET/H STREET MIXED USE NEIGHBORHOOD

1. POLICY AREA BOUNDARY

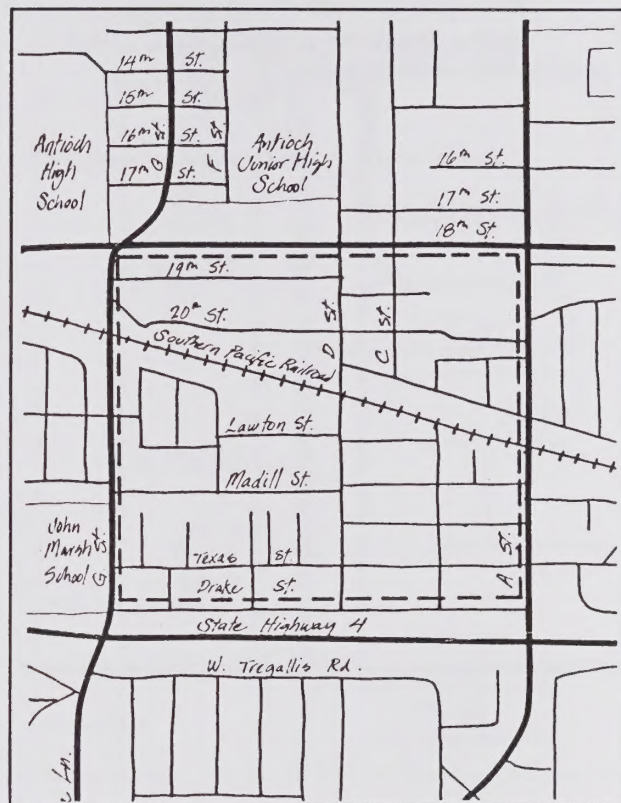
This area is bounded by 18th Street, A Street, Drake Street and G Street. State Highway 4 is immediately to the south of the policy area and Antioch Junior High School is to the north across 18th Street.

2. LAND USE CHARACTERISTICS

Development in this policy area consists primarily of single-family housing (60.2 acres) and a mix of other small uses which include: medium density housing (0.12 acres), high density housing (6.8 acres), private institutions (4.16 acres), offices (1.1 acres), vacant land (1.1 acres) regional commercial (0.35 acres), neighborhood commercial (1.52 acres) and a service station (0.41 acres).

Non-residential uses are concentrated in the northeastern corner of the policy area with the blocks to the west of D Street and south of the Southern Pacific Railroad almost exclusively residential. Residential lots are generally small and uniform. Once exception is the block bounded by Texas, Madill, D and H Streets which is made up of a number of irregularly shaped lots, many accessed by roads which do not meet City standards. A number of parcels do not have street access. This block is zoned R-3 which has allowed for the development of a number of small apartment buildings and duplexes. Further increased density on this block would be incompatible with the single-family housing completely surrounding it (R-1 zoning designation).

While the majority of residential land uses in the policy area are zoned R-1 (Single-Family Residential), there is another enclave of multi-family zoning in the center of the policy area; it stretches along D Street from the SP Railroad to Madill Street and along Lawton Street on both sides of D Street. Within this R-3



zone, about 70% of the land is currently residential. The northeastern portion of the policy area, north of the SP Railroad and east of D Street, is an area of mixed uses, dominated by commercial development focusing on the 18th/A Streets intersection. A major use in the area is a lumberyard located on Railroad Avenue, between D and A Streets.

3. OPPORTUNITIES AND CONSTRAINTS

South of the SP railroad and west of D Street, the environment is predominately residential. North of the railroad, there are many non-conforming uses, especially along A Street, Railroad Avenue, and along the south side of 18th Street between D and H Streets. The pressure on small scale, single-family residential units in non-residential zoning districts, especially

when confirmed by similar General Plan designations, can be extreme. Continuation of these conditions could result in a number of changes in use, and/or demolition of existing residential units. Examination of alternatives involving policies which would protect existing residences is necessary in all non-residential zoning/General Plan districts in the policy area.

In the block bounded by Texas, Madill, D and H Streets the irregularity of the parcels, limited access and substandard streets make redevelopment both unlikely and problematical.

The future of light industrial uses in this policy area is of concern. Although the existing lumberyard is not directly adjacent to any residential units, this does not limit the potential problems posed by large delivery vehicles and their associated noise impacts on nearby residences.

The policy area is in immediate proximity to elementary, junior high and high schools. As such, it is optimal that families with school aged children continue to find this neighborhood an attractive place to live. Intrusion of commercial/industrial uses, as well as displacement by small unit/multi-family residential development, could limit the future marketability of this policy area to these types of families.

4. POLICY DIRECTION

The majority of this area should be reserved for residential uses which will work to

preserve a quiet residential character that maintains small, single-family units. The major street frontages along A Street and 18th Street should be designated mixed use which provides limited protection of residential units from demolition, but also recognizes these areas as appropriate for commercial use. Through site and design review, the City should ensure that all access to non-residential arterials surrounding the policy area, and prohibit non-residential uses which would require vehicular access from local residential streets.

The existing lumberyard should be allowed to continue operation indefinitely. However, in the event of relocation of the lumber yard to another site in the City or elsewhere, designation of this site as mixed commercial/residential should encourage the development of neighborhood serving commercial/service or residential uses.

The City should require that all streets and parcels meet minimum standards prior to any future development.

The development of senior housing units in mixed commercial/residential multi-family districts in this policy area should be encouraged. The close proximity to commercial uses and other services make this neighborhood attractive for elderly housing.

FOCUSED POLICY AREA 14: FITZUREN/WEST TREGALLAS CORRIDOR



1. POLICY AREA BOUNDARY

This area is a corridor along Fitzuren and West Tregallas Roads from Contra Loma Boulevard to Lone Tree Way. On the north the policy area is bounded by State Highway 4 and on the south by a residential area dominated by single-family houses.

2. LAND USE CHARACTERISTICS

The land uses in this area are varied and are undergoing change as commercial uses intrude on the existing residential character of the policy area. Near Contra Loma Boulevard there are a few convenience stores, a liquor store, and a small "strip" mall on the north side which covers 3.9 acres. Generally, the south side of both Fitzuren and West Tregallas is dominated by single-family houses on large

lots. A number of parcels also include small home businesses (for example, excavation, plumbing). At the intersection of Fitzuren Road, Minta Lane and West Tregallas Road, there are about 3.0 acres of vacant land on four separate parcels.

The north sides of Fitzuren and West Tregallas are generally irregularly shaped lots that currently contain a wide mix of uses. North of W. Tregallas Road the lots are very shallow and are backed up on State Highway 4. They contain a mix of uses including a couple of churches, several residences and apartment buildings and a small commercial operation. North of Fitzuren Road the lots have been developed for a number of small commercial operations and public institutions.

A U.S. Post Office has recently been completed at the bend where Tregallas Road turns southward to join Lone Tree Way. The intersection of West Tregallas with Lone Tree Way is dominated by two neighborhood commercial developments, a small residential enclave and a new one-story office building.

The City Council recently approved the use of the City-owned property on the north side of West Tregallas, across from the new Post Office structure, for the development of a new Delta Learning Center facility. This facility, when constructed, will offer one-on-one tutoring to children and adults in reading, language, math and spelling.

3. OPPORTUNITIES AND CONSTRAINTS

There is an extensive mix of uses in this policy area and indications of pressures for increased intrusion of commercial and other non-residential uses into existing residential areas. In particular care must be taken not to create small residential enclaves, such as that off Wrightman Drive, between Lone Tree Way and West Tregallas Road. Additionally, the appropriateness of the mixed multi-family residential uses and commercial/office uses on the south side of Fitzuren Road are of concern.

The use of the small lots on the north side of W. Tregallas, backed up against State High-

way 4, are of concern due to the noise and air quality conditions associated with the adjacent freeway. The recent City Council approval of use of a City-owned property in this area may lead to future use of other properties along the north side of West Tregallas for community and other services in need of land of limited value. Many of the existing residential units on this block are in some state of dilapidation and a number of those parcels may be subject to development in the future. Future uses of this block must be appropriate to the residential neighborhood to the south.

4. POLICY DIRECTION

All future development must be consistent with and protect the existing residential neighborhoods south of Fitzuren and West Tregallas Roads.

Future development of the block between West Tregallas and State Highway 4 should maintain the existing mixed use pattern of development. However, the block is currently underutilized and future uses are limited due to the small parcel sizes and noise from the highway. The City could encourage use of the block for future use by local community service organizations. As for residential enclaves, such as Wightman Court, commercial uses should be encouraged only on an assemblage of parcels, not on a lot-by-lot basis.

CHAPTER 4

FOCUSED POLICY AREA 15: CHEVRON PROPERTY

1. POLICY AREA BOUNDARY

This large vacant parcel is bounded by Buchanan Road, Somersville Road, the lot line on the south, and the Sphere of Influence boundary on the west. The site is currently outside the City of Antioch and will require annexation to the City upon development. The area is owned by Chevron Oil Company and was previously used to store oil in large steel tanks.

2. LAND USE CHARACTERISTICS

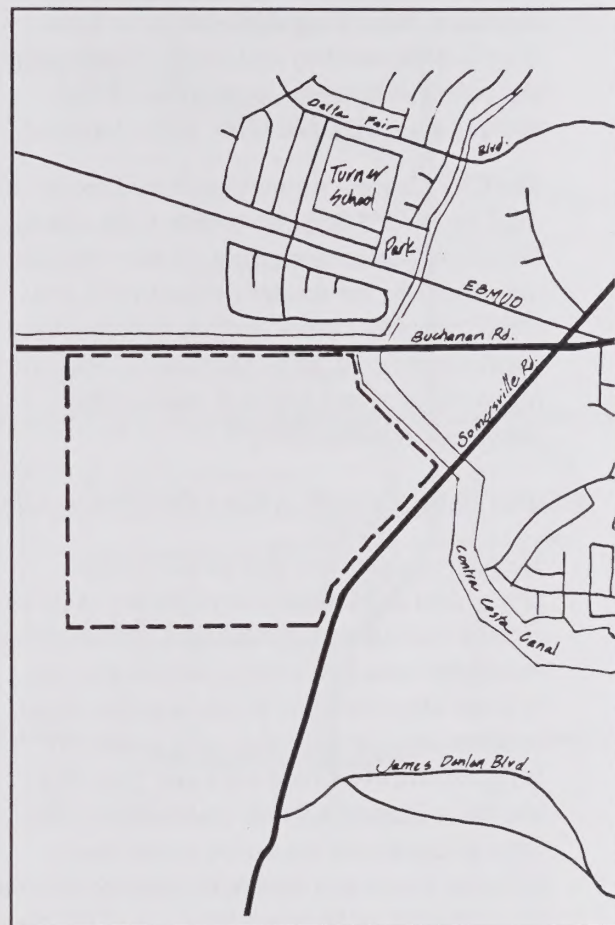
This vacant parcel contains 193.6 acres, is relatively flat, and offers views to the west. Its location provides direct access to State Highway 4 and the rest of Antioch via Somersville Road.

3. OPPORTUNITIES AND CONSTRAINTS

The most recent proposal for development of this policy area identifies a mix of residential uses, including executive homes, 6,000 sq.ft. single-family lots, attached single-family units, apartments and townhomes, about 5.6 acres of light industrial development, and a 6 acre park.

As the site has already been significantly disturbed, there are no on-site concerns, but the additional traffic generated on the site could impact the adjacent transportation network adversely. This will be affected significantly by the particular circulation network implemented as part of the plan. The future extension of James Donlon Boulevard through the project site and connecting to State Highway 4 could relieve Somersville Road of a significant amount of traffic from this proposed development.

With the extension of James Donlon Road, the development of this policy area will become a gateway into southwest Antioch. The design characteristics of this development, and the



development of the adjoining property in the City of Pittsburg, are, thus, elevated in importance.

4. POLICY DIRECTION

Development of this policy area should reflect its location on the western boundary of the study area and must serve as a transition into the City of Antioch. The characterization of this area as a "gateway" will be enhanced by the extension of James Donlon Boulevard to State Highway 4. As such, this policy area will serve as the entrance to southern Antioch and the density and type of development must reflect the location.

Due to the previous use of the site as a crude oil tank farm and the nearby presence of the GBF disposal site, extensive environmental evaluation will need to be conducted prior to

approval of any development.

James Donlon Boulevard should be designed and landscaped to identify this area as a major entryway to the City.



CHAPTER 4

FOCUSED POLICY AREA 16: JAMES DONLON ROAD/LANDFILL SOUTH PARCEL

1. POLICY AREA BOUNDARY

This small parcel of land is a sloping lot, immediately to the south of the Antioch Landfill, between the old and new James Donlon Boulevard, just to the east of Somersville Road.

2. LAND USE CHARACTERISTICS

The site consists of approximately 13 acres of vacant sloping land, overlooking the entrance to the Antioch Landfill. The adjacent Antioch Landfill is soon to be capped and reclaimed for development.

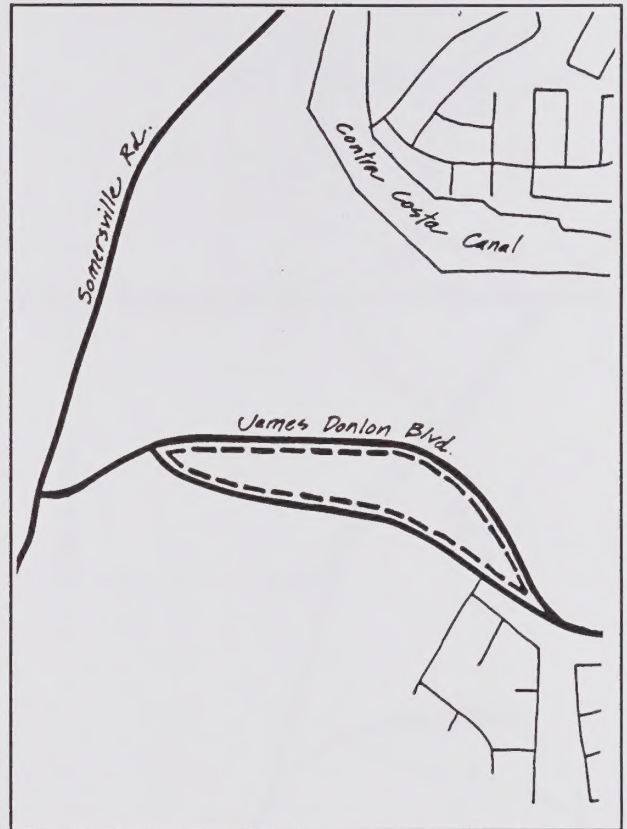
James Donlon Boulevard serves as an important transportation link to the planned and recently constructed residential neighborhoods in southwest Antioch. With the planned extension of James Donlon Boulevard to State Highway 4, the site will have the added importance of being on a major transportation link between Highway 4 and the rapidly expanding area of southeast Antioch.

West of the policy area is the Mira Vista Hills neighborhood, consisting primarily of single-family housing. To the south of the site the land rises and is planned for single-family residential development.

3. OPPORTUNITIES AND CONSTRAINTS

Located centrally in the rapidly expanding southwest corner of Antioch, the site is ideally situated for this type of commercial development since the closest other commercial businesses are currently located at County East Mall (to the southwest) and on Lone Tree Way at Davison (to the southeast).

The proximity of the site to the Antioch Landfill ties the future development of the policy area to the reclamation and development of the landfill itself.



About half of the site has been zoned and was previously designated in the General Plan for residential development. With the realignment of James Donlon Boulevard, the site is separated from the land to the south designated for single-family residential development, and the proximity to the landfill makes future residential development of this portion of the policy area inappropriate.

4. POLICY DIRECTION

The development of this policy area will be tied closely to the reclamation and development of the Antioch Landfill. The timing of development of this policy area will likely be the same as that of the landfill itself. Thus,

development may or may not be within the time period discussed in the revised General Plan. For the purposes of analysis in the revised General Plan, alternatives will be discussed for this policy area.

As discussed above, it is unlikely that the western half of the site will be considered appropriate for residential development due to its proximity to the landfill. As the entire site

is a total of 13 acres, it may be appropriate for the entire site to be designated for commercial development as a neighborhood commercial center. Other alternatives are unclear at this time since they will be determined by the future development of the landfill site.

The entire 13 acre site could accommodate a total of about 141,570 sq.ft. of commercial development.

CHAPTER 4

FOCUSED POLICY AREA 17: DELTA HOSPITAL AREA SITES

Area 17A

1. POLICY AREA BOUNDARY

The site (Site A) is immediately to the north-east of the Hospital and is bounded by the Contra Costa Canal and Boulder Road.

2. LAND USE CHARACTERISTICS

Site A is a long slender vacant parcel fronting on the Contra Costa Canal and containing about 36.3 acres. The land slopes downward slightly towards the canal. Existing development to the north (across the Contra Costa Canal) is single-family housing and a large vacant Antioch Unified School District High School site. To the south is the Delta Memorial Hospital and existing single-family homes.

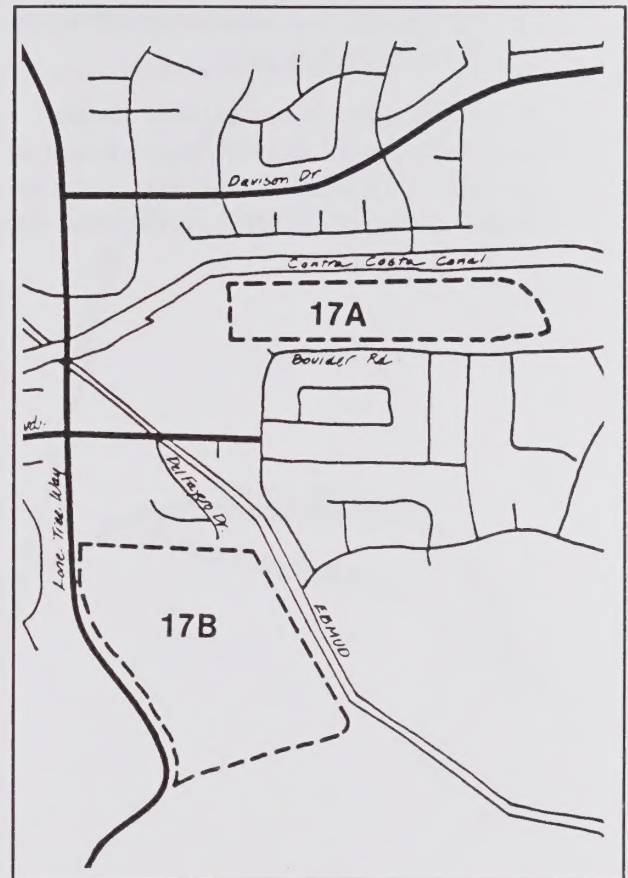
3. OPPORTUNITIES AND CONSTRAINTS

An opportunity may be available to develop uses particularly appropriate for sites in the proximity of a major hospital. Such developments could include senior housing, congregate care, "lifecare" developments, medical offices, etc.

4. POLICY DIRECTION

The City should encourage the development of uses in this area that are complementary with the major medical center uses in and around the Delta Memorial Medical Center. This General Plan designates a hospital zone of influence along the major arterials and connector streets in the vicinity of the medical center which requires medical-oriented uses such as medical office, convalescent homes, congregate care, lifecare, etc.

The Delta Memorial Medical Center Master Site Plan Study identified a development scenario for this policy area which included a wide variety of medical-related uses which



would be appropriate for development. The following is a summary of these uses described in that study.

Assumption: Separate road access across Contra Costa Canal at Garrow Street.

Child Care Center: 7,800 sq.ft. + 32 parking spaces.

Congregate Housing: 60 units + 42 parking spaces.

Skilled Nursing Facility: 22,500 sq.ft.; 60 beds.

Chemical Dependency Center: 8,500 sq.ft.; 30 beds + 32 parking spaces.

Psychiatry Facility: 8,500 sq.ft.; 30 beds + parking spaces.

Multi-Facility Support: 5,000 sq.ft.

Area 17B (Wilson Area)

1. POLICY AREA BOUNDARY

This policy area is located south of the Hospital, bounded by the East Bay Municipal Utilities District easement to the east and existing Lone Tree Way to the west.

2. LAND USE CHARACTERISTICS

Site B is a 44.7 acre vacant lot south of Delta Memorial Hospital. The site is characterized by rolling hills, rising to the south. The site is bounded on the north by condominiums, on the west and east by single-family residences, on the southwest by the City of Antioch Golf Course, and to the south by vacant land planned for residential and business park development.

3. OPPORTUNITIES AND CONSTRAINTS

Lone Tree Way is proposed to be realigned so that it runs diagonally through the site in a north/south direction. Bluerock is projected to be extended from the east, bisecting the site in an east/west direction. The effect of these roadway extensions is to break the site up in quadrants. The land in the northeast area of the site slopes upward, providing views overlooking the reservoir and vistas of Mt. Diablo. The remaining land is largely level.

4. POLICY DIRECTION

The following is policy direction for the development of the quadrants of land created

by the realignment of Lone Tree Way and the extension of Bluerock Drive:

- **Northeast Quadrant (approx. 9.5 acres):**
The site lends itself well to residential development given the potential views and the adjoining residential uses. Maximum allowable density is 10 units/acre. Particular care needs to be taken to avoid creating grading and privacy impacts on the adjacent residential uses, particularly the single-family homes to the east which lie below the site.
- **Southeast Quadrant (approx. 10 acres):**
Business park uses are appropriate for this site given the relatively level terrain and the fact that it abuts the Dobrich property to the south, which is also designated for business park uses. Development of this site should be coordinated to the extent feasible with the business park development envisioned on the property to the south.
- **Southwest Quadrant (approx. 4 acres):** This site is appropriate for convenience commercial uses given its location on Lone Tree Way and Bluerock Drive and given the need for such uses in the immediate area.
- **Northwest Quadrant (approx. 13.5 acres):**
The site is best suited for office uses due to its location on Lone Tree Way and the proximity of the hospital. The hospital overlay zone applies to this area. At the time of project review, a development agreement should be entered into to establish what constitutes a best effort attempt to attract medical-related uses, and to define time parameters during which this best effort would apply.

CHAPTER 4

FOCUSED POLICY AREA 18: GOLDBERG/HIGGINS AREA

1. POLICY AREA BOUNDARY

The northern portion of this policy area (the Goldberg property) is bounded roughly by Frederickson Lane on the north, Lone Tree Valley on the south, Contra Loma Regional Park on the west and existing Empire Mine Road on the east. The southern portion lies directly south of the Goldberg property and is bounded on the east by the future alignment of Dallas Ranch Road, on the south by the section line, and on the west by the Contra Loma Regional Park.

The entire policy area is currently outside the City limits, and the southern portion is outside the current Sphere of Influence.

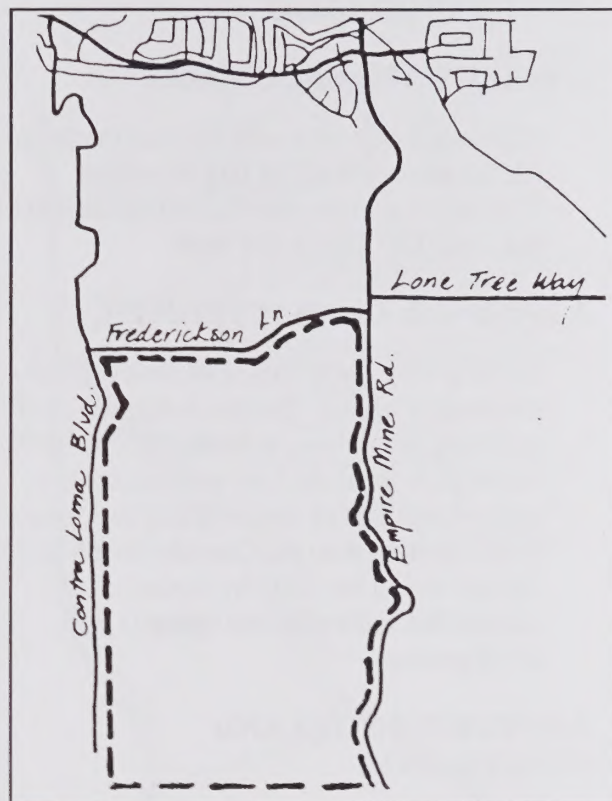
2. LAND USE CHARACTERISTICS

The total acreage of the policy area is about 1,300 acres. Much of this consists of steep hilly terrain. The northern portion is characterized by a ridgeline running from approximately 200 feet above sea level near Lone Tree Way to 540 feet above sea level along the southern perimeter of the site. The terrain in the southern portion of the area is characterized by a valley (Lone Tree Valley), with slopes generally ranging from 10 to 30%. Elevations on the south side of the valley range as high as 700 feet above sea level. To the east, between existing Empire Mine Road and future Dallas Ranch Road, the terrain tends to be more level.

The area is currently used primarily as rangeland.

3. OPPORTUNITIES AND CONSTRAINTS

The primary constraint on development is the steep hilly terrain that characterizes much of this policy area. The 540 foot high ridgeline on the northern portion of this area is very prominent, forming the immediate backdrop for much of Central Antioch. The valley lo-



cated in the southern portion of the area presents opportunities for creating a unique residential community. Sand Creek, which runs through the middle of this valley area, would need to be addressed in any future development proposals. The southern portion of the area also contains several historical sites (West Hartley, coal mines, etc.).

4. POLICY DIRECTION

This area has been designated *Estate Residential* on the General Plan Land Use Map and the policies for that land use category should apply.

While a maximum density of two units/acre is allowed under *Estate Residential*, the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes,

riparian habitat and other environmental constraints, are accommodated. This area should act as a transition between the more urbanized Antioch and the open lands of Contra Loma Regional Park to the west.

In the northern portion of the area (Goldberg property), the ridgeline should be preserved so as to maintain its function as a natural hillside backdrop for Central Antioch. Lot sizes within this area should be generally larger than those typical in the Southeast Antioch Specific Plan area. The total developable area is approximately 200 acres. The exact amount would be

determined through the development plan process.

In the southern portion of the area (Higgins property and east to the future alignment of Dallas Ranch Road) future residential development should incorporate a major recreational feature such as a golf course or equestrian facilities. Development should be focused primarily on the valley floor. The feasibility of preserving Sand Creek as a natural feature should be evaluated through the development plan process.

CHAPTER 4

FOCUSED AREA 19: DOBRICH AREA

1. POLICY AREA BOUNDARY

The site is located in the Southeast Antioch area and is bounded on the west and south by the realignment of Lone Tree Way, on the east by the proposed Davidson Homes project, and on the north by Policy Area 17B (Wilson Property) which is designated for Business Center.

2. LAND USE CHARACTERISTICS

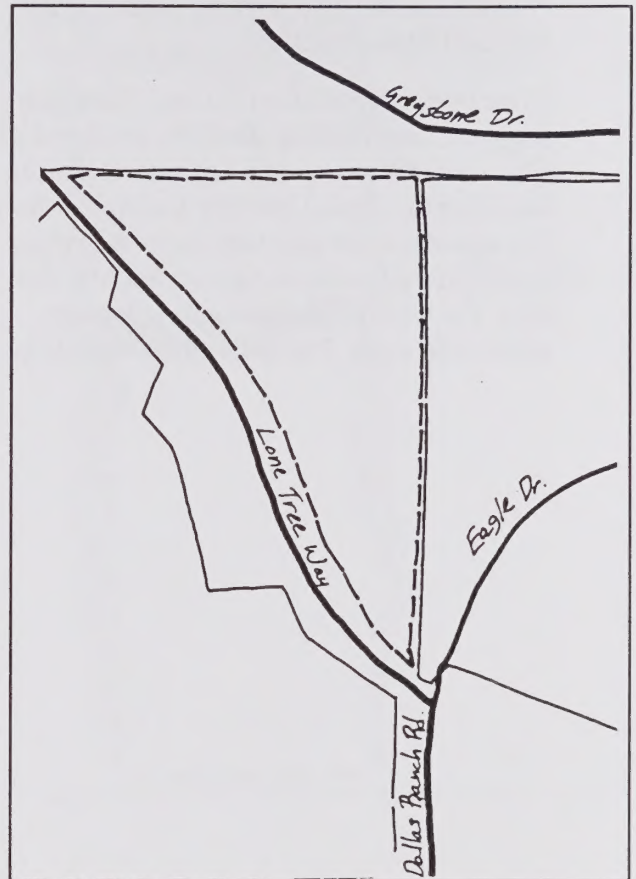
The site is approximately 20 acres and is currently vacant. The northern and central portions of the property are fairly level, and gently sloped upward to the east. The southern portion of the site is steeper and consists of a small knoll with predominantly 4:1 and 5:1 slopes.

3. OPPORTUNITIES AND CONSTRAINTS

The realignment of Lone Tree Way will give the site approximately 1,800 feet of arterial frontage. The site shares a common boundary with the Wilson Business Center to the north, creating an opportunity for coordinated planning. Care will need to be taken to avoid impacts on the planned single-family residential development to the east.

4. POLICY DIRECTION

The underlying designation on the property is Business Park, the emphasis of which is on employment generating uses, such as offices, research and development, etc. However, the extensive frontage on Lone Tree Way warrants a certain amount of commercial/retail oriented uses. The percentage of retail oriented uses allowed would be approximately



25 percent, with the exact amount determined through a final development plan submitted for the entire property. A development agreement would be entered into to establish incentives to facilitate the development of the Business Park portion of the property. Development should be coordinated to the extent practical with the Wilson property to the north. The residential development to the east should be buffered as appropriate from the Business Park/Commercial Development.

CHAPTER 4

FOCUSED POLICY AREA 20: RIVERTOWN DISTRICT

SUBPART B

1. POLICY AREA BOUNDARY

Located in the heart of the Rivertown District along the waterfront, this site is bounded by the railroad tracks, "J" Street, Second Street and the centerline extension of "E" Street.

2. LAND USE CHARACTERISTICS

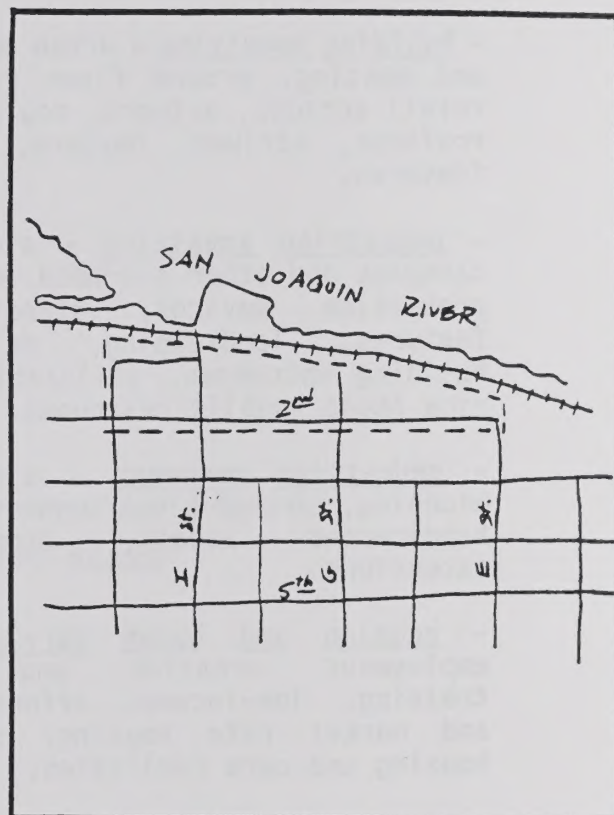
The existing land uses include commercial, office, residential, open space, and public uses, such as parking lots, pedestrian access ways, an arts and historic center, and a train station.

3. OPPORTUNITIES & CONSTRAINTS

Some redevelopment opportunities exist which could develop residential on the second and higher floors. Proposed development in this area should capitalize on the river views created by residential and office uses located above the first floor commercial uses.

4. POLICY DIRECTION

While the primary goal is to provide an uninterrupted retail frontage on the first floor, additional second floor residential infill in this commercial core is encouraged through higher densities. The base residential density of 20 dwelling units per acre may be increased to the maximum density of 45 dwelling units per acre through a use permit approved by the Planning Commission.



Within the core commercial area only retail or personal service uses are allowed on the first floor. This area should capitalize on the views created by residential uses located above commercial uses.

While the parcels in this area are generally small, some opportunity does exist to construct mid-level buildings which can not only provide the needed retail frontage but help create a residential community as well. Increase in density

from the base of 20 dwelling units per acre may be considered where the proposed development provides sufficient public amenities which may include:

- building amenities - urban spaces, and massing, ground floor retail, retail arcades, artwork, sculptured rooftops, atriums, daycare, water features.

- pedestrian amenities - sidewalk canopies and other overhead weather protection devices, streetscape features, landscaping, multiple building entrances, utilization of view sheds, public restrooms.

- pedestrian movement - sidewalk widening, through block connections, handicapped access, promenade extensions.

- housing and human services - employment creation and job training; low-income, affordable, and market rate housing; senior housing and care facilities.

- transportation improvements - transient and/or tenant parking, below grade parking; transit station access.

- cultural amenities - cinemas, performing arts centers, art galleries, live theaters.

- preservation - historic structures, theaters, low rent housing stock.

- planning objectives - provision of uninterrupted retail frontage; creation of resident population.

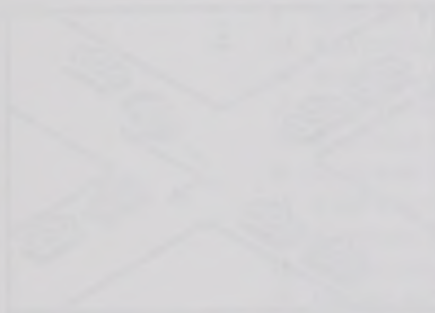
CHAPTER 1
INTERSECTION LEVEL
OF SERVICE CONCEPT

LEVEL OF SERVICE 1



Approach	Volume (V)	Capacity (C)	V/C Ratio
North	100	100	1.00
South	100	100	1.00
East	100	100	1.00
West	100	100	1.00

LEVEL OF SERVICE 2



Approach	Volume (V)	Capacity (C)	V/C Ratio
North	150	100	1.50
South	150	100	1.50
East	150	100	1.50
West	150	100	1.50

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LEVEL OF SERVICE 3



Approach	Volume (V)	Capacity (C)	V/C Ratio
North	200	100	2.00
South	200	100	2.00
East	200	100	2.00
West	200	100	2.00

LEVEL OF SERVICE 4



Approach	Volume (V)	Capacity (C)	V/C Ratio
North	250	100	2.50
South	250	100	2.50
East	250	100	2.50
West	250	100	2.50

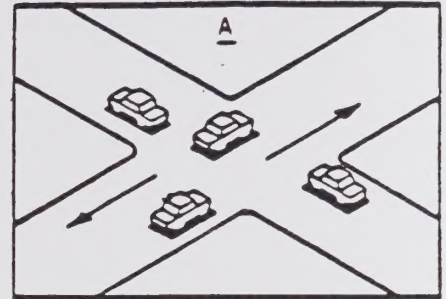
CHAPTER 4

INTERSECTION LEVEL OF SERVICE CONCEPT

SOURCE: WILBUR SMITH AND ASSOCIATES

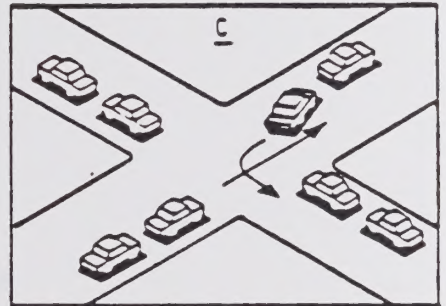
LEVEL OF SERVICE A *Volume / Capacity Ratio 0 - 0.59*

Free flow conditions
No vehicle waits longer than one
signal indication



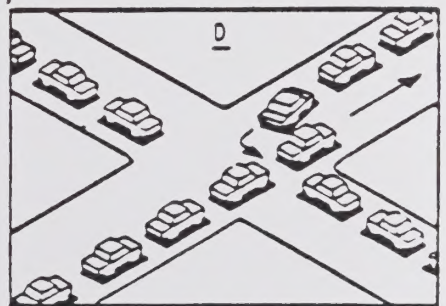
LEVEL OF SERVICE B *Volume / Capacity Ratio 0.60 - 0.69*

Stable traffic flow
Motorists rarely wait through
more than one signal indication



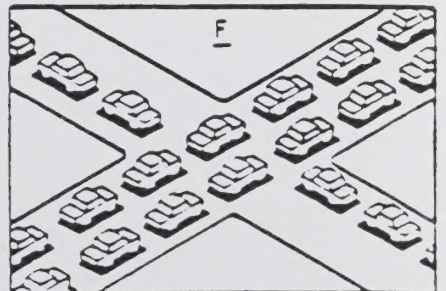
LEVEL OF SERVICE C *Volume / Capacity Ratio 0.70 - 0.79*

Stable and acceptable flow but
speed and maneuverability somewhat
restricted due to higher volumes
Motorists intermittently wait through
more than one signal indication
Occasional backups behind left
turning vehicles



LEVEL OF SERVICE D *Volume / Capacity Ratio 0.80 - 0.89*

Extensive delays at times
Some motorists, especially left
turners, may wait through one or
more signal indications, but enough
cycles with lower demand occur to
prevent excessive backups
Maneuverability restricted



LEVEL OF SERVICE E *Volume / Capacity Ratio 0.90 - 0.99*

Very long queues may create lengthy
delay, especially for left turning
vehicles
Volume at or near capacity
Unstable Flow

LEVEL OF SERVICE F *Volume / Capacity Ratio 1.00 or Greater*

Backups from locations downstream
restrict movement at intersection
approaches
Forced flow conditions
Stoppage for long periods due to
congestion
Volumes drop to zero in extreme
cases

Figure 4-3

PM PEAK HOUR CONDITIONS AT KEY INTERSECTIONS IN THE STUDY AREA Antioch General Plan Update

No.	Intersection	Existing V/C	Existing LOS	Control
21	A and Beede/Tenth	0.55	A	Signal
22	A and Eighteenth	0.86	D	Signal
24	A and State Route 4 EB	0.97	E	Signal
23	A and State Route 4 WB	0.84	D	One-way stop*
39	Bridgehead/Neroly and Victory Highway	0.50	A	Signal
14	Buchanan and Contra Loma	0.73	C	Four-way stop
8	Buchanan and Delta Fair	0.68	B	Signal
7	Buchanan and Somersville	0.81	D	Signal
28	Cavallo and East Eighteenth	0.64	B	Signal
16	Contra Loma and James Donlon	0.44	A	Two-way stop*
15	Contra Loma and Putnam	0.58	A	Four-way stop
26	Davison and Lone Tree	0.59	A	Signal
6	Delta Fair and Somersville	0.89	E	Signal
29	East Eighteenth and Hillcrest	0.51	A	Signal
34	East Eighteenth and Viera	0.37	A	One-way stop*
17	G and Fourth	0.37	A	Two-way stop*
19	G and State Route 4/Drake	1.00	F	One-way stop*
20	G and State Route 4/Tregallas	0.80	D	Four-way stop
18	G and West Tenth	0.72	C	Four-way stop
9	Gentrytown and James Donlon	0.33	A	Two-way stop*
31	Hillcrest and State Route 4 EB	0.71	C	One-way stop*
32	Hillcrest and State Route 4 WB	0.51	A	One-way stop*
30	Hillcrest and Sunset	0.36	A	Two-way stop*
33	Hillcrest and East Tregallas	0.68	B	Four-way stop
27	James Donlan and Lone Tree	0.41	A	Two-way stop*
10	L and Fourth	0.23	A	Two-way stop*
13	L and State Route 4 EB Off	0.54	A	Two-way stop*
12	L and State Route 4 WB On	0.48	A	No controls*
11	L and West Tenth	0.55	A	Four-way stop
25	Lone Tree and Putnam	0.73	C	Signal
3	Mahogany and Somersville	0.40	A	Signal
40	Neroly and Oakley	0.34	A	Four-way stop
36	Phillips and Victory Highway	0.24	A	One-way stop*
1	Pittsburg-Antioch Highway and Somersville	0.25	A	Signal
5	Somersville and State Route 4 EB Ramps	0.70	C	Signal
4	Somersville and State Route 4 WB Ramps	0.67	B	One-way stop*
2	Somersville and Sycamore	0.41	A	Signal
37	Victory Hwy and 4 EB Off/160 NB On	0.18	A	One-way stop*
38	Victory Hwy and 4 WB On/160 SB Off	0.44	A	One-way stop*
35	Victory Hwy and Willow	0.32	A	One-way stop*

* These were analyzed as signalized intersections to determine an overall intersection LOS. Please note that at an unsignalized intersection each approach experiences a different LOS, depending upon the type of control and the volume of opposing traffic.

Sources:

Enterprise Zone Application Final Environmental Impact Report, City of Pittsburg, California. Prepared by Duncan and Jones, January, 1986.

Wilbur Smith and Associates, 1986.

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C. TRANSPORTATION PLAN

The Transportation Plan has been developed to provide acceptable access to and within the City of Antioch, based on the land use designation in the General Plan. The Transportation Plan includes the existing and proposed major thoroughfares, the location of existing and proposed grade separation between primary transportation facilities, and the proposed location for future transit station locations and bicycle/pedestrian trails.

ROADWAY CLASSIFICATION SYSTEM

Freeways and Expressways

Freeways are divided highways with full control of access and grade separation for all intersecting traffic flows. There are no intersections at grade, traffic signals, pedestrians, or parking on freeways to interfere with the continuity of high-capacity, high-speed traffic flow. They also provide for the rapid and safe movement of large volumes of traffic over relatively long distances. Expressways are partially developed freeways on which some or all intersections are not grade separated.

Arterials

Arterials are the major streets, typically four lanes, which serve large volumes of through traffic between different sections of the urban area and provide access to the freeway and expressway. While arterial streets may serve abutting properties, their primary function is to provide for through traffic movement. Direct access from individual residential units should be prohibited. A properly developed major arterial system will help define residential neighborhoods, not serve as direct access for them. They should also be of sufficient capacity to prevent the undesirable diversion of through traffic to local streets.

Collector Streets

A collector street is a relatively low-speed/low-volume street, typically two lanes, for circulation within and between neighborhoods. These roads

serve relatively short trips and are meant to collect trips from local streets and distribute them to the arterial network. Direct access from individual residential units onto collector streets should be discouraged where practical.

Local Streets

These streets are used primarily for access to residential, commercial, industrial, or other abutting property; and all through traffic should be discouraged. As local streets are generally more pedestrian oriented, the planning of these streets should respect that fact.

LEVEL OF SERVICE

The quality of traffic service provided by a roadway system depends on the relationship between traffic volumes in the system and the system's capacity. The Level of Service (LOS) concept is a standardized means of classifying traffic conditions associated with various levels of traffic volumes.

There are six levels of service, levels A through F, which relate to peak period traffic conditions from best to worst, respectively. The traffic flow characteristics for the various levels of service are summarized in Figure 4-3.

The City shall strive to ensure that the traffic Level of Service at intersections in the City is equal to or better than the following standards:

- For intersections south of State Highway 4 the Level of Service should be "low-D," or a volume-to-capacity ratio of 0.85 to 0.89.
- For intersections north of State Highway 4 the Level of Service should be "high-D," or a volume-to-capacity ratio of 0.80 to 0.84.
- For intersections abutting land designated *Regional Commercial* on the General Plan Land Use Map, or those intersections within 1,000 feet of an interchange with State Highway 4, the Level of Service should be "low-E," or a volume-to-capacity ratio of 0.90 to 0.94.

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The Level of Service should be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual.

In the event that an intersection exceeds the applicable Level of Service standard, the City shall establish appropriate mitigation measures including circulation improvements, reducing the intensity of development, or determine that a given intersection is subject to a finding of special circumstances.

CURRENT LEVELS OF SERVICE

Most roadways in Antioch currently operate at acceptable levels of service. Traffic congestion is experienced primarily at freeway ramp intersections and on arterials in the County East Mall area. Figure 4-4 indicates the current levels of service at key intersections within Antioch.

ROADWAY IMPROVEMENTS

Significant roadway improvements are needed to implement the Circulation Plan depicted in Figure 2 at the back of the document. These include the following major improvements:

- **James Donlon:** A four-lane extension to S.R.4 with a full interchange at S.R.4.
- **Somersville Road Interchange:** Addition of an eastbound off-ramp.
- **Delta Expressway:** Construction of a two-lane expressway with interchanges at the connection to S.R.4 (no local access at this location) and at the proposed Laurel Drive, and an at-grade intersection at Lone Tree Way.
- **Hillcrest Avenue:** Grade separation at Southern Pacific tracks.
- **A Street:** Grade separation at Southern Pacific tracks.
- **Viera Avenue:** Extension to Sunset Drive and grade separation at Southern Pacific tracks.
- **Sequoia Drive:** A two-lane extension between Redwood and Somersville.
- **Sunset Drive:** A two-lane extension between Hillcrest linking to the Delta expressway.
- **Davison Drive:** A four-lane connection between Harris and Hillcrest.
- **Pittsburg-Antioch Highway:** Widening to four lanes west of Somersville Road.
- **G Street:** A two-lane connection between Fitzuren and Putnam.
- **Hillcrest Avenue:** Widening to four lanes between Lone Tree and Davison; six lanes between Davison and S.R.4. Extend to four lanes south of Lone Tree.
- **Lone Tree Way:** Realignment and widening to four lanes south of James Donlon.
- **Deer Valley Road:** Four-lane extension north of Lone Tree to Hillcrest at Davison. Widen to four lanes south of Lone Tree.
- **Laurel Road:** Construction of a four-lane roadway between Lone Tree and Delta Expressway.
- **White Horse Road:** Construction of a two-lane roadway between Hillcrest and the Delta Expressway.
- **Eighteenth Street:** Widening to four lanes between Hillcrest and Hargrove.
- **Wilbur Avenue:** Widening to four lanes between S.R.84 and A Street.
- **I Street:** Completion of two-lane connection between Fourth and Ninth Streets.
- **A Street:** Construction of a two-lane connection between Fourth and Sixth.
- **L Street:** Widening to four lanes between Tenth and S.R.4.
- **Third and Fourth Streets:** Conversion of these streets at a one-way couplet between

A and J Streets.

- **Ninth and Tenth Streets:** Conversion of these streets to a one-way couplet between A and L Streets.
- **Somersville Road:** Six-lane grade separation at Southern Pacific tracks.
- **Sixth Street:** Extension west to Sommersville.
- **Dallas Ranch Road:** Extend to four lanes from Lone Tree south.

Several of these improvements are currently committed through assessment districts or other means. The balance of these necessary improvements shall be implemented as requirements of new development to mitigate traffic impacts, or through other mechanisms as appropriate.

PUBLIC TRANSPORTATION

Bus service within the City is provided by Tri Delta Transit. The demand for transit will increase as congestion levels increase on local and regional roads. Particularly needed are enhanced connections to the Central Contra Costa County area.

The extension of BART facilities to the City is a critical link in the regional transportation system. Planned BART station sites are shown in Figure 2.

BICYCLE AND PEDESTRIAN FACILITIES

Construction of safe and direct bicycle and pedestrian facilities will encourage residents to rely on means other than the automobile to travel within the City. The various utility easements that run through the City provide excellent opportunities for off-street bicycle and pedestrian connections.

CHAPTER 5 IMPLEMENTATION

The Antioch General Plan is a statement of City policy rather than a tool for implementation. The Plan provides guidance and recommendations for future action through the development of appropriate information, analysis, conclusions, goals and policies.

Although the General Plan as a policy document does not actually accomplish the future development of the City, it provides a framework within which the City, County, regional agencies, service districts and private developers can make decisions which will ensure a bright future for Antioch. The Implementation section of the General Plan identifies techniques, strategies and methods for carrying out the recommendations contained in the Plan, including City processes independent of the General Plan. The major implementation processes described include the Zoning and Subdivision Ordinance Review process, Architectural and Site Design Review process, the Capital Improvement Program Review process, Redevelopment process and other special studies and programs.

General Plan implementation depends on much more than merely the actions or decisions of municipalities alone. Intergovernmental and private sector decisions and investments also play a major role in implementation. The General Plan is intended to serve a coordinating function for those decisions which affect the physical development of the City.

Several of the major intergovernmental decisions which warrant attention include federal funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; federal funding of Water Pollution Control Plant improvements, and the federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and

welfare facilities and services.

The private sector, of course, finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will continue to be. However, through necessity the City is becoming concerned with better coordination between private development and public facilities and services.

KEEPING THE PLAN UP TO DATE

The General Plan has been described earlier as the official statement of public policy on the development of Antioch and its environs. To express an effective policy, it must be current. This means that the plan should be reviewed annually to see if it represents the community's best thinking in light of current conditions. When necessary, the plan should be amended with proper public hearings. This does not imply capricious or lightly considered changes, but rather the intention of keeping the plan up to date. This would best be done as part of an annual review process. In such a review, the City as a whole and the plan as a whole should be considered. The plan as adopted maintains an equilibrium between each of its various parts. In considering any specific proposed change, the effect of the change on other aspects of the plan should be evaluated.

A. LAND USE IMPLEMENTATION

ZONING AND SUBDIVISION ORDINANCE

Zoning

The Zoning Ordinance is the single most important means of implementing the General Plan's proposals. The ordinance regulates the land use,

CHAPTER 1

population densities, land coverage, and heights of structures, requires off-street parking and off-street loading facilities, prescribes landscaping requirements and provides for design review. The ordinance consists of a map showing district boundaries and a set of regulations, standards and administrative procedures. Although quarterly review of changes in district boundaries may be necessary to permit certain projects that conform with the plan, major amendments to the Zoning Ordinance will be essential to carry out important plan objectives, including:

1. Identification of a Senior Housing Bonus District which identifies zoning incentives to encourage the development of a variety of types of senior housing types.
2. Identification of a Delta Memorial Medical Center Area of Influence Zoning District which will require inclusion of uses appropriate for immediate proximity to a major hospital and medical center.
3. Identification of a Mixed Commercial/Residential Use District which allows for a continued mixture of commercial and residential uses but restricts the predominance of one single type of use.
4. Identification of two distinct waterfront use districts, the Rivertown District in downtown Antioch, and the adjacent Urban Waterfront use district.

The City should initiate a thorough review of all requirements in the existing ordinance for their applicability to the proposals of the General Plan. A basic reorganization of the ordinance would be appropriate for better utilization by the staff and the citizens.

Because land use in the unincorporated portions of the planning area is regulated by the County Zoning Ordinance, the City should request the Board of Supervisors to amend the County Zoning Map as necessary to implement the plan.

Subdivision Ordinance

The subdivision ordinance regulates the partitioning of land within the City, drawing its authority from the State Map Act. This ordinance establishes standards for subdivision layout including subdivision design, park dedication, and street standards. The subdivision ordinance should be reviewed to determine if any changes are necessary to carry out the goals of this Plan.

ZONING ORDINANCE AND GENERAL PLAN CONSISTENCY

The necessity of maintaining consistency between the Zoning Ordinance and the General Plan reflects the Zoning Ordinance's importance in shaping policies which affect each parcel of land and the General Plan, a body of long range public policy, as a whole. Although many general plans are becoming more comprehensive and at the same time more detailed, the plan is intended to provide a broad policy base for guiding decisions. On the other hand, the Zoning Ordinance is a set of specific legal regulations which prescribes the various uses allowed within each zoning district in the jurisdiction. The range of uses allowed and the standards related to each district are controlling until changed through amendment procedures.

For this reason, there will be differences between the zoning map and the General Plan. The zoning map indicates the location and extent of zoning districts as applied, whereas the General Plan indicates the general extent of use areas and relationships between those areas. For example, the plan diagram may indicate functional areas such as neighborhood units with a range of residential densities, dwelling types and general guidelines for the arrangement of residential and residence serving uses within the neighborhood unit. In addition to review of the map and diagram, it is necessary to review the text of the General Plan to determine if land uses authorized by the Zoning Ordinance are consistent with the objectives, policies, general land uses and programs specified in the General Plan. Consistency of the policies in the General Plan and the text of the Zoning Ordinance should be clearly described.

Questions of type of use, intensity of use, characteristics of uses in relation to environmental values expressed in the General Plan should also be evaluated. Also requiring evaluation is the timing and sequence of change in use, particularly where the change is from a lower intensity to a higher intensity use. The sequence of change is particularly important and may be either covered in specific terms in the General Plan or inferred.

The Zoning Ordinance, being current and precise, reflects existing phases of land development, but should gradually follow the General Plan into the future as appropriate in relation to timing and sequence of uses. Thus, it may be inconsistent with the plan to zone a large area of existing low intensity use to a more intensive use as shown in the General Plan, when the transition to the more intensive use would occur so gradually that scattered uses might result and contravene a General Plan policy calling for compact urban development. Even though the Zoning Ordinance may indicate uses different from those shown in the General Plan, the Zoning in this case will carry out General Plan policies as to orderly development, and thus remain consistent with the General Plan.

CAPITAL IMPROVEMENT REVIEW

A capital improvement program is most often a five or six year schedule of needed public improvements arranged according to priority. Costs and sources of financing are indicated. The Planning Commission reviews the program to determine whether the projects are consistent with the General Plan. The Commission also may suggest additional projects that it believes are needed. In order to avoid duplication or conflict, it is desirable that all public agencies, including school districts and other special districts, submit their capital improvement projects in the planning area for review. The first year's program is recommended to the Council for inclusion in the annual budget. Annually the schedule is revised, another year's program is added, and the Planning Commission screens the proposals again in its advisory role to the City Council.

REFERRALS

Mandatory referral is the procedure by which the Planning Commission reviews public land purchase or development programs for conformity with the adopted General Plan, whether such actions have or have not previously been included in a capital improvement program. This important procedure, provided for in the State Planning Act, enables public improvements to proceed in accordance with the plan and helps to eliminate conflicts between proposals by various City or County departments. It is recommended that the City adopt a policy of mandatory referral to the Planning Commission. It is extremely important that the Planning Commission be consulted early in all project planning to make mandatory referral effective.

PLAN LINES

Plan lines are an indication on an official map showing where future streets will be needed. When precise alignments for streets shown on the General Plan have been determined by engineering studies, plan lines should be established to prevent buildings from being constructed in future street rights-of-way. The plan lines also serve as reference lines from which to measure required site areas, setbacks and required yard spaces.

PUBLIC INFORMATION

An adopted General Plan informs the citizen how the community proposes to guide development. The merchant knows where he/she can expect enough customers to support his/her business. The prospective home buyer knows whether his/her neighborhood will be protected from through traffic and whether it will be served by schools and play areas. If this plan makes sense to private landowners, their development activities will help carry it out. By demonstrating needs, the General Plan can do much to convince the community that street improvements, recreation facilities or public facilities are required. Public information on the General Plan helps promote public action in support of City goals.

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ANNEXATION

In order to ensure orderly development and to eliminate administrative problems in providing police and fire protection and other services, annexation would be necessary as areas currently vacant approach development. Compliance with the General Plan should be made a condition for approval and a primary factor with regard to a Sphere of Influence adopted by the Local Agency Formation Commission (LAFCO). Rezoning procedures as provided by the State Planning Law should be systematically perused in unincorporated areas.

REDEVELOPMENT LAW

This program is the process of rehabilitating or rebuilding the older and deteriorating portions of the City. Zoning, subdivision control, capital improvement programming and the Housing Code guide the changes that are occurring in the community. Only the redevelopment program, however, can cause a direct change to occur in an existing developed neighborhood. The program ranges from redevelopment projects to rehabilitation efforts and conservation programs.

The Housing Element discussed areas of concern and identified areas that should be considered for redevelopment process. Although many of the programs available to the process were of federal origin and the present financial constraints prevent expeditious use of such opportunities, it is expected that new forms of assistance such as block grants will be forthcoming. In addition, the State Redevelopment Act with its tax incremental financing program is available as well as locally funded activities such as Code Enforcement combined with Capital Improvement outlays.

SPECIAL STUDIES PROGRAM

To enable the community to implement the General Plan, special studies and programs are available in addition to the specific land use measures mentioned above. These are as follows:

A. Specific Plans

The State Planning and Zoning Law provides a process by which a plan with precise details can be formulated, considered and adopted in order to preserve rights-of-way, approve location of physical improvements, establish regulations and otherwise specifically guide public and private development in conformance with an adopted General Plan.

B. Environmental Impact Reports

Although this process is mandatory for all local, State and federal jurisdictions, the use of such reports can help identify potential damage to the environment, the socio-economic structure of the community or General Plan proposals and policies. The report process will also permit the community to suggest methods to mitigate such destructive forces.

C. District Reorganization

Under present statutes, special districts may be reorganized to provide more economical and equitable services as well as the elimination of duplication. The process affects the special districts; however, it would be advantageous for the City to encourage the examination and study of those districts adjacent to the City for possible reorganization, consolidation or annexation to the City.

B. HOUSING PROGRAM IMPLEMENTATION

BALANCE RESIDENTIAL/INDUSTRIAL GROWTH

According to the Association of Bay Area Governments (ABAG) and other County-wide projections, the City of Antioch is a rapidly growing community in transition from a place of skilled workers employed in local factories to white collar workers employed in Central Contra Costa county or other Bay Area employment centers. While expanding into the foothills and planning for major

expansions of public facilities and a diversity of housing types, Antioch has becoming increasingly concerned with the imbalance between jobs and housing. While remaining primarily a bedroom community the City, wishes to increase its industrial and commercial base to provide jobs for local residents.

- The City should implement the Economic Development program set forth in the General Plan to attract new industry to the area and strengthen existing business.
- The City should review progress in meeting housing quotas established by the ABAG Regional Housing Needs Report and continue to implement the Southeast Area Specific Plan and the East Antioch Specific Plan.

HOUSING DIVERSITY

With the increase in the numbers of elderly residents, single female heads of household and families projected for Antioch, the City Administration should encourage the development of a variety of housing environments.

- Residential densities should be increased in appropriate areas to provide for a greater variety of housing types and to reduce the per unit cost of development.
- The City wishes to provide 1,000 more housing units within the General Plan boundary as a result of bonuses.
- An annual land inventory should be taken to identify sites available for increased density.
- The City should consider the use of commercial/residential mixed uses in the downtown area and planned development district concepts for new housing development.
- The City should identify vacant land owned by the City, school district, County and State and assist in the development of these properties.

HOUSING AFFORDABILITY

To support the development of low/moderate income housing the City should consider:

- Locate approximately 50 acres of sites appropriate for low/moderate income housing.
- Provide incentives for the development of rental units by offering a 25% density bonus to developers for building rental units that are at least 25% low/moderate income units.
- Support manufactured housing and second units in appropriate single-family areas.
- Promote additional mobile home parks.
- Develop a Below Market Rate housing project and pursue any programs through lending institutions that provide lower interest loans to first time home buyers.
- Place an Article 34 referendum on the ballot to allow the Housing Authority to develop federally subsidized low-income housing.
- Issue, through the Antioch Development Agency, revenue bonds to finance residential construction in redevelopment areas.
- Continue to use federal rental assistance programs such as Section 8.
- Use State and federal assistance such as the Section 202 direct loan programs for non-profit corporations and cooperatives to their fullest extent to develop affordable low-income housing for the senior and disabled populations.

CONSERVATION

- The City encourages conservation of energy in home design and housing rehabilitation by continuing to monitor Title 24 energy conservation requirements

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- The City should adopt legislation to provide for an encourage solar access in all new subdivisions and planned unit developments. The use of solar water, space heating, restricted-flow shower heads, thermal blankets on water heaters, time lockouts on heaters and lights, and insulation are encouraged in housing units.
- A “weatherization” program should be adopted by the City to promote energy conservation measures.
- An historic building code for the downtown area should be established.
- The City should allow office uses in some residential districts to encourage rehabilitation of older buildings and mixed use districts to stimulate the downtown waterfront area.
- The City should assist in architectural design to promote compatibility between existing development and new development.

DISCRIMINATION

The City supports State and federal provisions for enforcing anti-discrimination housing laws.

- The City should publicize information on fair housing laws, provide referrals, cooperate with Contra Costa Legal Aid Society, and refer all complaints to the appropriate agency.

REHABILITATION AND PRESERVATION

- The City should continue the owner-occupied and tenant-occupied rehabilitation programs in the neighborhood planning areas.
- The City should reapply for designation of areas of chronic economic distress to provide funds for rehabilitation projects and continue to support rehabilitation deferred payment loan programs.
- The City should develop a policy or program to upgrade older neighborhoods and zone infill sites at densities compatible with infrastructure capacity. Planned districts and architectural review procedures should be used to stimulate compatible infill development.
- The City should support legislation for funds and funding mechanisms to stimulate investment in older areas and continue to use redevelopment funds to upgrade infrastructure in older areas.

ADMINISTRATIVE

- The City should expedite the contract review process for housing development and institute a periodic review of standards to ensure that the costs of development are balanced by the benefits.
- The City should establish processing procedures to implement standards in the spirit of SB 194 and SB 884.
- To improve the quality of information given to the public regarding development, handouts and development standards should be revised to include clearer text and conceptual designs.

C. MIXED COMMERCIAL/RESIDENTIAL DISTRICTS

A number of areas in the City of Antioch deserve special consideration due to their mixed land use nature. Most of these areas are characterized by small scale strip commercial uses, particularly automobile-oriented uses such as fast food establishments, banks, automobile sales and service, and small linear shopping malls with street front parking lots. Also found in these mixed use districts are small scale offices and a wide variety of services, including financial services, personal services and business services. There are limited numbers of residential units, both older single-family dwellings and newer multi-family buildings, in amongst the commercial areas.

These areas include stretches of A Street, 18th Street, Fitzuren and West Tregallas. In the past these areas were assigned in the General Plan with commercial, office or residential designations.

In most communities “mixed use” districts have evolved in and adjacent to residential neighborhoods and provide goods and services of a “neighborhood serving” character. Since these neighborhoods are usually residential in origin, or are adjacent to older residential areas, there is often a mixture of older housing units in and amongst the newer commercial and service uses. This interaction between residential and non-residential uses in close proximity gives the neighborhood a character unto itself; in other words, the neighborhood works as an economic unit, the residences providing the necessary market demand and the non-residential establishments providing helpful and necessary goods and services in close proximity to homes.

It is desirable to encourage the maintenance of a mixture of uses in these areas. However, it is necessary to provide guidance regarding the ap-

propriate mixture, to provide protection of residential uses in and adjacent to these areas and to exert some control over the proliferation of single types of uses to the exclusion of a true mixture of uses. The following are guidelines for approval of new projects in the Mixed Commercial/Residential designation.

General

Any future commercial development in a Mixed Commercial/Residential district should contribute to the variety of uses in the district and avoid an undesirable concentration of uses in a given neighborhood. In low-intensity districts, a balanced mix of various neighborhood serving uses, with no concentration of a particular use, is desirable. In higher-intensity districts with a special orientation to one type of use, a clustering of such specialty uses may be appropriate. However, one type of use should not occupy an entire block frontage. The use should be evaluated for its traffic and parking impacts, especially on surrounding residential areas.

APPENDICES

A. Land use designation intensity.

B. Range of typical outdoor noise environment in terms of day night sound level.

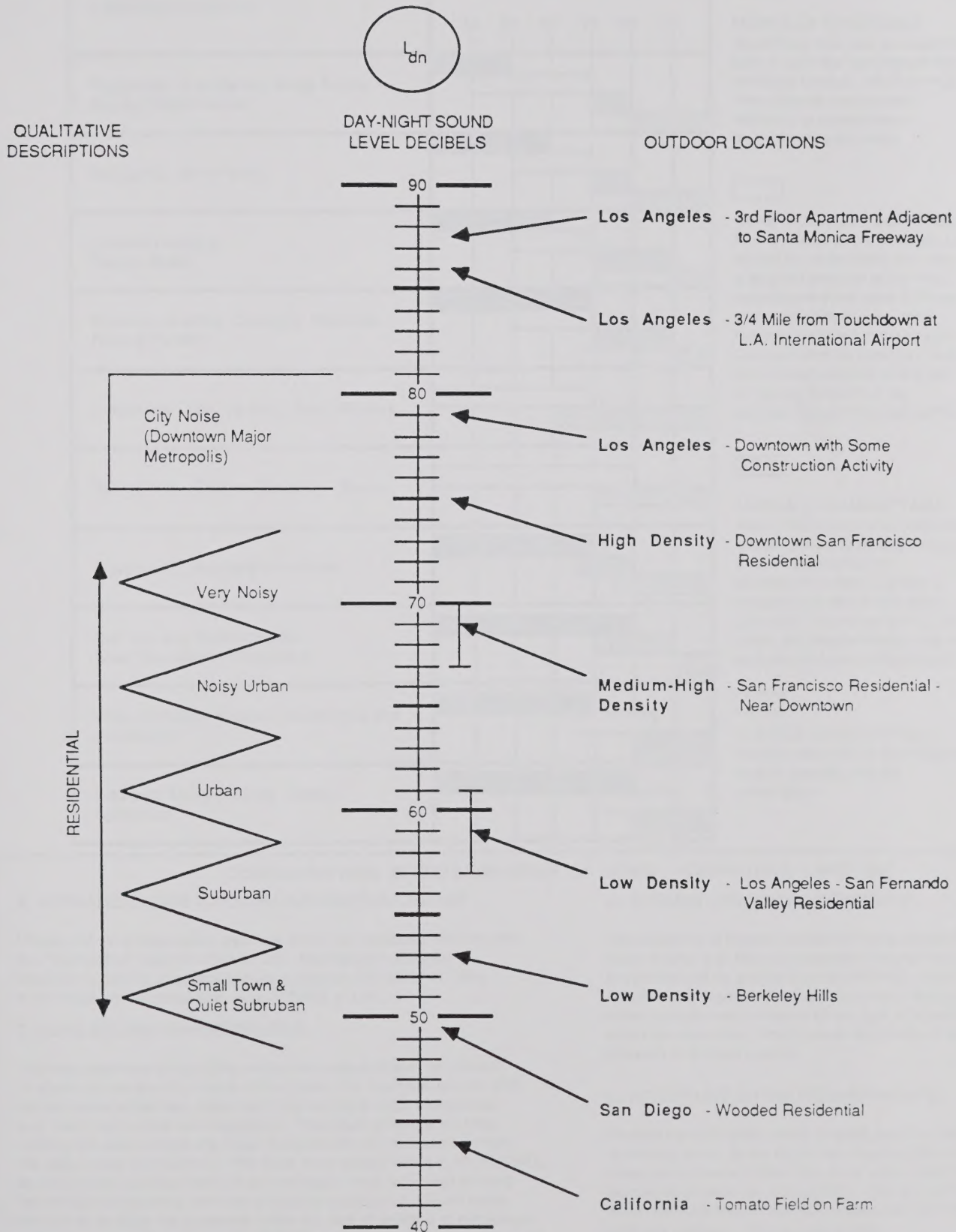
C. Land use compatibility for community noise environment.

LAND USE DESIGNATION INTENSITY

APPENDIX A

Residential		Maximum Units / Acre	Persons Per Unit	Persons Per Acre	
Estate Residential, Rural Residential		2	3.00	6	
Low Density Residential		4	3.00	12	
Med. Low Density Residential		6	3.00	18	
Medium Density Residential		10	2.20	22	
High Density Residential		20	1.90	38	
Commercial	Typical Project Size	Typical FAR	Typical Floor Area	Employment Density	Typical Total Employment
Convenience	3 Acres	0.25:1	33,000	1/555 sf	60
Neighborhood	8 -10 Acres	0.25:1	100,000	1/555 sf	180
Community	5 - 20 Acres	0.25:1	200,000	1/555 sf	360
Regional	50 - 100 Acres	0.25:1	500,000	1/555 sf	900
Service	5 Acres	0.25:1	55,000	1/555 sf	100
Office	5 - 20 Acres	0.35:1	100,000	1/295 sf	340
Industrial	Typical Project Size	Typical FAR	Typical Floor Area	Employment Density	Typical Total Employment
Light Industrial	50 Acres	0.45:1	980,000	1/590 sf	1,700
Heavy Industrial	50 Acres	0.45:1	980,000	1/625 sf	1,550
Industrial / Business Park	100 Acres	0.45:1	1,960,000	1/590 sf	3,300

RANGE OF TYPICAL OUTDOOR NOISE ENVIRONMENTS EXPRESSED IN TERMS OF DAY NIGHT SOUND LEVEL (L_{dn}), dB



LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multi Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE - COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate lands use suitability with respect to a "normalized" value of CNEL or Ldn. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or Ldn.

B. NOISE SOURCE CHARACTERISTICS

The land use noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Oversized Map or Foldout not scanned.

Item may be viewed at the
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